

LIBRARY
BOREAL INSTITUTE

FEB 1 1962

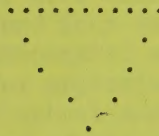
GENERAL DEVELOPMENT AND STATISTICAL DATA

of

GREATER ANCHORAGE AREA

Compiled by:

GREATER ANCHORAGE CHAMBER OF COMMERCE



POLAR
PAM
5251

POLARPAM

PAM 711.42(2)[ANCHORAGE]:(749)



PAM 711.42(2) ANCHORAGE : (49)

LOOKING AHEAD WITH GREATER ANCHORAGE
SITUATION IN BRIEF
JUNE 1961

The 1961 Alaska economy can be described as one being in transition from a military-government spending base to one that will be supported by resource development. Dramatic expansion is forecast in the development of petroleum and natural gas, iron ore, coking coal and forest resources. The Anchorage area will benefit proportionately to all these developments as the major trade, transportation, communications and supply center for Alaska and this part of North America. In addition, continued growth is also expected in air transportation over the Great Circle Routes between Europe and the Orient and the eastern United States to the Orient. It would, therefore, be safe to conclude that the Greater Anchorage area has just begun to grow. An explosive growth pattern is not new to the Anchorage area for over the past twenty years population shot from a mere 4,200 in 1940 to 82,833 in 1960. The recent census figures show a 158.4% increase over the past decade, as compared to a total Alaskan increase of 75.8%.

The Anchorage Metropolitan Area today is more than twice as large as the state's second largest metropolitan area of Fairbanks, and within the Anchorage city limits (pop. 44,237) there is about one-fifth of Alaska's total population and 8,000 more people than the total of all southeastern Alaska combined.

As a trade center, Anchorage serves approximately 36% of Alaska's total population within a 30 mile radius, more than 40% within 100 miles, 48% within 250 miles and within 300 miles and beyond from the Canadian border to the end of the Aleutians covering all Western Southcentral and interior points, 84% of Alaska's total market. The city accounts for approximately half of all Alaska's bank deposits, one-third of the state's school enrollment, more than half of Alaska's wholesale sales, more than one-third of the retail sales and approximately 40% of the revenue from selected service industries. Thus, it can be demonstrated that almost half of all the business transacted in the 49th State is done within the Anchorage area.

The 1961 season will complete a number of major civic projects which will add substantially to the economy, such as the $8\frac{1}{2}$ million dollar Port of Anchorage development, the 6 million dollar state mental hospital with 225 beds, and the 5 million dollar, 165 bed Providence Hospital in the Goose Lake area. In addition to these, the Alaska Methodist University has completed its first year with approximately 175 students. The overall University development program will be in the magnitude of approximately $8\frac{1}{2}$ million dollars with the initial buildings completed in 1960 at an estimated $3\frac{1}{2}$ million dollars. Also completed and operating in the $1\frac{1}{2}$ million dollar Postal Annex at International Airport. Other construction includes the half-million dollar National Guard Armory and a new $4\frac{1}{2}$ million dollar F.A.A. headquarters building scheduled for completion in 1962. Bonds have been voted to provide more than 120 blocks of paving within the city, as well as additional work to be done on water systems and other underground utilities, in addition to the completion of the new Public Safety Building in the near future. School additions and improvements will have approximated about 25 million dollars



PAM 711.42(2) ANCHORAGE, : (*49)

LOOKING AHEAD WITH GREATER ANCHORAGE
SITUATION IN BRIEF
JUNE 1961

The 1961 Alaska economy can be described as one being in transition from a military-government spending base to one that will be supported by resource development. Dramatic expansion is forecast in the development of petroleum and natural gas, iron ore, coking coal and forest resources. The Anchorage area will benefit proportionately to all these developments as the major trade, transportation, communications and supply center for Alaska and this part of North America. In addition, continued growth is also expected in air transportation over the Great Circle Routes between Europe and the Orient and the eastern United States to the Orient. It would, therefore, be safe to conclude that the Greater Anchorage area has just begun to grow. An explosive growth pattern is not new to the Anchorage area for over the past twenty years population shot from a mere 4,200 in 1940 to 82,833 in 1960. The recent census figures show a 158.4% increase over the past decade, as compared to a total Alaskan increase of 75.8%.

The Anchorage Metropolitan Area today is more than twice as large as the state's second largest metropolitan area of Fairbanks, and within the Anchorage city limits (pop. 44,237) there is about one-fifth of Alaska's total population and 8,000 more people than the total of all southeastern Alaska combined.

As a trade center, Anchorage serves approximately 36% of Alaska's total population within a 30 mile radius, more than 40% within 100 miles, 48% within 250 miles and within 300 miles and beyond from the Canadian border to the end of the Aleutians covering all Western Southcentral and interior points, 84% of Alaska's total market. The city accounts for approximately half of all Alaska's bank deposits, one-third of the state's school enrollment, more than half of Alaska's wholesale sales, more than one-third of the retail sales and approximately 40% of the revenue from selected service industries. Thus, it can be demonstrated that almost half of all the business transacted in the 49th State is done within the Anchorage area.

The 1961 season will complete a number of major civic projects which will add substantially to the economy, such as the $8\frac{1}{2}$ million dollar Port of Anchorage development, the 6 million dollar state mental hospital with 225 beds, and the 5 million dollar, 165 bed Providence Hospital in the Goose Lake area. In addition to these, the Alaska Methodist University has completed its first year with approximately 175 students. The overall University development program will be in the magnitude of approximately $8\frac{1}{2}$ million dollars with the initial buildings completed in 1960 at an estimated $3\frac{1}{2}$ million dollars. Also completed and operating in the $1\frac{1}{2}$ million dollar Postal Annex at International Airport. Other construction includes the half-million dollar National Guard Armory and a new $4\frac{1}{2}$ million dollar F.A.A. headquarters building scheduled for completion in 1962. Bonds have been voted to provide more than 120 blocks of paving within the city, as well as additional work to be done on water systems and other underground utilities, in addition to the completion of the new Public Safety Building in the near future. School additions and improvements will have approximated about 25 million dollars



over the last ten years, including 16 elementary schools, two Junior High Schools, a Senior High School and the start on a new Senior High School. School officials now forecast that based on present rate of growth, almost this amount again must be spent through 1965. In addition, a Catholic Junior High School is under construction.

Conservative estimates by the City of Anchorage place the 1980 population in the magnitude of 250,000 persons. However, this may be assuming that no additional development factors are added to the western Alaska economy. As has been the experience in the past, major population growth can be experienced as a result of any or all of the following:

(1) Technological advances in military defense. For example, it was recently pointed out by military officials that atomic submarines operating in the Arctic can reach almost two-thirds of the world's population with atomic missiles. Therefore, the strategic importance of the polar world as predicted by Billy Mitchell more than two decades ago has been recognized and now the Arctic Ocean is as strategic as the Mediterranean Sea and the Bering Straits can be compared to the Straits of Gibraltar.

(2) Jet air transportation is likely to increase over both Great Circle routes, eastern United States to the Orient and Europe to the Orient. In addition, consideration is being given to a possible other Great Circle route from Europe through Alaska into the Central Pacific and Australia.

(3) An increasing world demand for Alaskan production materials, such as petroleum, natural gas, iron ore, mercury, coking coal and pulp will bring about the development of new electrochemical, electrometallurgical, pulp mills and petrochemical industries, adding to the overall Alaskan and Anchorage economy.

(4) The concerted effort and enthusiasm of Alaskans to provide new facilities and projects to reduce basic operating costs, such as the development of low cost power in large blocks, natural gas pipelines, roads, highway systems and causeways, which will tie together the "economic heartland of Alaska" from the tip of the Kenai Peninsula, into the Anchorage area, through the Railbelt into Fairbanks. Thus, by providing this central region, which might be compared to Sweden, with lower basic costs, it is felt that many new industries will be developed that heretofore were not economically feasible.

(5) The increasing awareness of Alaska as a great new economic empire in the eyes of not only the people of the lower 48 states but also the people of the world. With the tremendous amount of resources and land area, Alaska itself can be termed as a new subcontinent, stretching from the mid latitudes to the shores of the Arctic Ocean. In addition, as the awareness of the potential of Alaska increases, it will also tend to bring thousands of more visitors into the country. It should also be pointed out that here is a frontier that will be moving ahead on the wings of jets, rather than the traditional frontier of the past that was opened up with covered wagons and difficult manual labor. Also, today with improved communications, the 49th State is less than a minute away from the closest telephone.



As mentioned earlier in this report, the economy appears to be definitely in a transitional stage. In the past, literally hundreds of millions of dollars were being spent each year on military construction. Now the figure has dropped from 95 million in the 1959-60 fiscal year to some 37 million in the 1960-61 construction season. As a matter of fact, some 1 billion 350 millions were spent from 1946 to today on this activity. Even with this substantial drop in government construction dollars, the economy is not only holding its own but is making strides forward.

One of the biggest factors in this is the expenditure being made by the petroleum industry in both exploration and development. For example, in 1959 a little over thirty million dollars was spent by companies represented in Alaska. In 1960 the amount was placed at close to 35 million dollars and, in an address before the Anchorage Chamber in January of this year, an oil company official indicated that approximately 25% more would be spent in the 1961 season than in the previous year. Therefore, it would appear that major oil companies, as well as independents, will expend between 40 and 50 million dollars in 1961.

Probably the brightest spot on the horizon is the fact that Standard Oil Company of California presently has 34 wells producing crude oil in the Swanson River and Soldotna Creek units on the Kenai Peninsula and out of the total drilled only five have had to be abandoned. Last year Standard spent some $4\frac{1}{2}$ million dollars for an $18\frac{1}{2}$ mile pipeline from these producing units to tidewater at Nikiski on Cook Inlet. The 8" pipe line feeds into a tanker terminal and tank farm facilities. Already tankers are docking at this facility to take crude oil into west coast refinery locations. In addition, it was recently announced by the President of Standard Oil of California that they would construct a 20,000 barrel a day refinery in the vicinity of Kenai to locally process this production. It has been estimated that approximately 18,000 barrels a day are being produced by the present wells, with an expected 30,000 barrels in the near future. The company has just announced that the Falls Creek Wildcat Area well was completed and a new gas field was discovered off shore about 30 miles south of Soldotna. Development is continuing in this field and, in addition, Standard is doing exploration in other areas, such as drilling an exploratory well on land covered in their St. Elias development contract on the Gulf of Alaska coastline.

Union and Ohio Oil have been doing exploration and development work on what has been described as one of the largest gas fields in North America. The Chairman of the Board of Union Oil in a recent speech reported that estimated reserves would probably be between 3 to 5 trillion cubic feet of natural gas. Based on this, Union is investigating possibilities of gas liquefaction for export, as well as possible petro-chemical uses, which could be the production of nitrate fertilizers for export. In addition to their Kenai activity, Union is reported to be ready to drill an exploratory well in the Susitna Basin area just south of Big Lake in the 1961 season. Also in the Susitna Basin, the Hackathorn Drilling Company has taken over the Tucker-Peterson interests in the Houston area and are continuing to drill an exploratory well and sample possible gas indications.



Other areas of petroleum activity in Alaska include the drilling of an exploratory well by Pan American Oil Company in the Bethel Basin. Pure Oil has announced that they will do exploration work on property covered by their Nushagak Bay development contract this season. Under the terms of this agreement they will be committed to drill three wells over the next few years.

In a joint venture, Richfield, Sinclair and British American plan to continue exploration and drilling activities covered by their two Katella-Yakataga development contracts on the Gulf of Alaska again this season. Halbouty-Alaska Oil Company discovered a new gas field near the Swanson River unit this past season. However, they have not announced any further plans on activity this season. Previously Colorado Oil and Gas was doing extensive exploration activities in the Yakutat area in southeast Alaska. In addition, they took a number of leases in the Gubic area on the Arctic Slope. It should be pointed out here that from 1944 to 1955 the U. S. Navy drilled 37 test wells in the Arctic and discovered three fields, namely, the South Barrow Gas Field, Gubic Gas Field and Umiat Oil Field. It has been estimated that some 30 to 100 million barrels of petroleum are included in these reserves.

The Anchorage Times reported this month that 17 wild cat wells are expected to be drilled in Alaska this year, which is a substantial increase over activity in the past.

The State Division of Mines and Minerals indicates that the 1961 season will see 11 companies having field parties in Alaska and 10 rigs or more in operation. This is an all-time high for the 49th State in this type of activity.

In addition to the refinery announcement by Standard Oil, another small 2,000 barrel refinery will be in operation in the Anchorage area sometime this year, operated by Refiners Sales Company of Long Beach, California to produce gasoline, kerosene, distillate jet, diesel and bunker "C" fuels for distribution in the Anchorage area.

Also of major importance will be the completion of Alaska Pipeline Company's pipeline from the Kenai Fields into Anchorage. The 82½ mile gas line was constructed at a cost of nearly 13 million dollars and will provide service the latter part of this summer. In addition to the pipeline construction from the gas fields, more than 2½ million dollars have been expended on local distribution facilities. This was a particularly difficult job of pipeline work since it entails crossing 8½ miles of Turnagain Arm twice in very dangerous water and tide conditions. The total gas project approximates a cost of more than 16 million dollars.

In view of these foregoing recent developments and present activity, it would appear that the prediction made by the Anchorage Chamber's Economic Development Committee that between 250 and 450 millions of dollars will be spent on oil and gas exploration and development over a ten year period from 1947 is still very much in focus. If anything, the figures could possibly be low.



As far as total mineral production in Alaska is concerned, the 1960 value of \$21,244,000 reflected a very slight gain over the value of products produced in 1959. Still topping the mineral list in production and value is gold at a little over six million dollars, followed closely by coal. However, it is expected as more oil and gas are produced commercially that this will tend to overshadow in combined production and value all other mineral classifications. Even so, in the year 1960 approximately 1 $\frac{1}{2}$ million dollars of oil and gas was produced from this new industry. A recent report of the State Division of Mines states that the Columbia Iron Mining Company, a subsidiary of U. S. Steel, has exercised their option to take the 75 year lease on the Klukwan Iron Ore properties. This particular concern has done exploration on the placer deposits located some 38 miles north of Haines on the Haines Highway over the last few years. It is estimated that some 100 million tons of 60% magnetite concentrate can be produced. The deal was made with the Klukwan Iron Ore Corporation, which is owned by Quebec Metallurgical Industries and Ventures, Limited of Canada. This particular iron ore deposit is of such magnitude that it could well be the basis for establishing a major metallurgical processing industry in the 49th State. It should be mentioned that in relatively close proximity to this deposit is the Bering River coal field, capable of producing high quality coking coal, as well as limestone deposits located in southeastern Alaska. Other magnetite deposits are also receiving some interest in southeastern Alaska. In Western Alaska gold, coal, oil and gas are major producers of income and will probably continue to be so and, also, in recent years, mercury mining in the Kuskokwim River Basin has also become important.

In connection with mercury production, it was recently reported that the Normura Mining Company, Limited of Tokyo, Japan, in cooperation with the Japanese government, was negotiating with DeCoursey-Brewis, Ltd. for the purchase of mercury and antimony soot from their Red Devil Mining operation. The Red Devil Mine is the second largest mercury mine in the world. Production of this mercury and antimony soot may, therefore, be destined to be used in Japan. Exploration and development of new mercury properties is being pursued by these and other operators in that vicinity. Indicative of the interest in Alaska's mineral resources is the recent opening of an exploration office by the Bear Creek Mining Company in Anchorage. This particular concern is a subsidiary of Kennicott Copper. Over the last several seasons they have been doing extensive exploration and diamond drilling on a property in the Kobuk region at Ruby Creek, in the general direction of Kotzebue. Should the development of this property become feasible, copper would be produced from a chalcopyrite-bornite ore.

Also in the year 1960, the Permanente Cement Company announced the possibility of building a 5 million dollar cement plant near Sutton, Alaska, based on the Kings River limestone deposits. The plant would be designed for 500,000 barrels, or 2 million sacks per year capacity. The location would be approximately 60 miles north of Anchorage on the Glenn Highway.

Just prior to this, the Alaska Portland Cement, Ltd., a California Corporation, purchased limestone deposits from the Alaska Limestone Corporation in the Cantwell-Windy area, 165 miles north of Anchorage on the Alaska Railroad. One of these deposits is estimated to have reserves of 200 million tons of limestone.



As was mentioned previously, there are coking coal deposits located in Alaska, one of the largest being located in the Bering River region at the mouth of the Copper River. At the present time this property is being explored by the Jewell Ridge Coal Company of Taxewell, Virginia, with the view in mind of possible export of coking coal into the Japanese and other Far Eastern markets. Negotiations are also underway for a sample shipment of 20,000 tons of coal from Rail Belt deposits to South Korea, Formosa and possibly other Far Eastern points in the very near future.

Coking coals are also known to be found in the Chickaloon region northeast of Palmer, Alaska and on the Arctic Slope at Point Lay north of Cape Lisbourne. However, the logistics problem of mining these Arctic deposits and shipping them is a major deterrent to their development.

Overall, Alaska possesses most of the known strategic minerals, as well as the only tin deposits in North America, more than 100 billion tons of coal, the highest grade metallurgical chrome ore in North America, the second largest mercury mine in the world, and the only platinum mine in North America.

To sum up the mineral picture, oil and gas is presently the biggest potential. In the future it appears that the production of iron ore, coking coal, mercury, copper and limestone will also be of major importance.

One of the most important factors in the resource development economy is the utilization of Alaska's gigantic forest resources. In the past ten years, two pulp mills have been located in southeastern Alaska. The Ketchikan mill of The Ketchikan Pulp Co. was completed in 1953 at a cost of some \$56,000,000, while last year the 60 million dollar Alaska Pulp Company started operations at Sitka. The plant was constructed with a combination of Japanese and American interests participating. The entire production of the mill goes to the Japanese market.

Several other mill locations are under consideration, one in the vicinity of Juneau and another based on the interior forest resources in the Susitna Basin north of Anchorage. Some 80 billion feet of merchantable timber, mostly Sitka spruce, is available from the Tongas National Forest in southeastern Alaska alone, while interior forests consist of hardwood development possibilities, such as Alaska White Birch, Cottonwood, Alder, etc. The interior forest resources are similar to the forest stands of Eastern Canada and are presently being surveyed for supporting a pulp mill. The largest stands of white birch west of the Mississippi can be found in the Susitna Valley and on the other side of Mt. McKinley in the Minchumina area. At one time an estimate was made that there was at least 400 million board feet available in the Susitna Valley alone. Small saw-mills are very much in evidence in the Palmer-Wasilla area. The new lumber mill of the Alaska Hardwood Company is now under construction at Wasilla to cut, process and export birch. It has a mill capacity of 30,000 board feet per day and dry-kiln capacity of 80,000 board feet per day.



In spite of the fact that the salmon industry has been dropping over a number of years, negotiations are under way and steps are being taken to rebuild this resource, which still produces the greatest amount of wealth of any industry in the state. It is estimated that approximately \$76,500,000 in canned salmon was produced in 1960, of which \$68,000,000 or 88% of the total came from Central and Western Alaska. The total 1960 pack was 2,571,156 cases.

The major importance of the Alaska fishery cannot be underestimated. It is estimated there is more Continental Shelf south of the Aleutians and Southern Alaska coast than along all the coast of Asia from Vladivostok to Singapore. In addition the Bering Sea shelf is the largest in the world. For this reason, Alaska also has the world's largest bottom fishery, capable of producing great numbers of halibut, flounder, sole, king crab, dungeness and other important fishery products. Because of the extent of this fishery, Russia, Japan, Pakistan and Israel are competing with the United States fishing industry for the catch. It is hoped that many of the international complications of this fishery can be worked out in the very near future and that the United States fishing industry will do more with the vast Alaskan bottom fishery. It should be pointed out, however, that interests in Kodiak and Homer have been making substantial increases in the catching and processing of Alaskan king crab.

Alaskan agriculture has made marked increases in the last year and in the Matanuska Valley along the value of production was more than a half million dollars over 1959. Total value of products from Alaska's farms in 1960 was something over \$5,400,000. However, it should be pointed out that only about 25,000 acres out of a potential farm land of 3,000,000 acres are being utilized. In addition to this, millions of acres are suitable for grazing lands. Of the total acreage being utilized, 61% is located in the Matanuska Valley, 7% in the Anchorage area and 9% on the Kenai Peninsula, with the Tanana Valley near Fairbanks accounting for 20%. The balance is located in southeastern Alaska, Kodiak and the Aleutian Islands. The Matanuska Valley, however, accounted for 67% of all the farm product sales in the state and 79% of Alaska's milk production.

Extensive research on colder climate crops and cattle raising has been carried on over the last few years. This, coupled with better marketing, has kept Alaskan agricultural production on the increase. In addition, by using Alaska's long hours of daylight in the growing season, with proper fertilizers and irrigation, the Alaskan farmer has been able to continually increase production of potatoes, vegetables and grain crops to an all-time high. In the future it is expected that thousands of additional acres of land will be cleared and developed into producing farms in this section of the state and that raising of beef cattle and sheep will become of major importance on the Aleutian Chain and the Kenai Peninsula.

It is expected that as Alaskan agriculture grows, new agricultural processing plants will be built, such as meat packing, freezing and canning, and feed mills. Aleutian wool is considered to be of the highest quality, offering the possibility of a wool processing and a related textile industry for the state.



Study has also been given to the processing of reindeer meat for domestic consumption. In addition, the tanning of reindeer fawn hides may lead to the manufacture of gloves and other such products by the native people and others in northwestern Alaska.

The electric power possibilities in Alaska are gigantic. It has been estimated by the U. S. Corps of Engineers that 225 sites could produce 18,700,000 kilowatts of electrical energy. The largest of the proposed projects now under study by the U. S. Corps of Engineers is Rampart, located just northeast of Fairbanks on the Yukon River, which it is estimated can produce almost 5,000,000 kilowatts of electrical energy. Preliminary estimates indicate power delivered to tidewater at Anchorage at 3 mills and to Fairbanks at 2 mills, the total project to cost an estimated billion and a half dollars. Estimates for completion of studies and construction has ranged all the way from ten years to twenty-five years.

Just completed is the feasibility study and recommendation by the Bureau of Reclamation for the construction of the Devil's Canyon project near Gold Creek in the Susitna Basin. This \$498,000,000 project could be built in a several stage development, with initial output to be 217,000 KW, with an ultimate 586,000 KW installed capacity available to the entire Rail Belt and Kenai Peninsula areas. The project could be built within the next six and a half years and initially provide a power grid that could be in use in about four years, power to be delivered into Anchorage and Fairbanks at a 6 mill rate.

Another project that received considerable study by the Aluminum Company of America is the possible Yukon-Taiya development in the Skagway area. This is one of the best low cost power potentials in the state and could provide an estimated $3\frac{1}{2}$ million kilowatts at a cost of a little more than \$400,000,000, delivering power to tidewater at 2.1 mills. This project could very well be developed on the basis of forming an integrated electrical-metallurgical and electrical-chemical complex in that region of Alaska. It may also be possible to transmit some of this block of power into the Rail Belt grid.

Not to be overlooked in the present day economy is the utilization of thermal power based on natural gas, oil and mine mouth coal generation. Several proposals have already been made and plans are underway to place gas converted diesel units, and possibly gas turbine generation, at well-head sites on the Kenai Peninsula, to furnish power at a cost competitive with the present hydro-electric sources. Matanuska Valley Electric Assoc. has also been working on a plan with Evan Jones Coal Company interests for a mine mouth generating facility. If this should develop, they would propose to construct one 16,500 KW unit initially, with a view in mind of adding another in the near future having an ultimate kilowatt capacity of 66,000 KW. It was estimated that this power would be competitive with existing hydro-electric sources and would tie in with the present Bureau of Reclamation high voltage lines, at an average cost which would range from 8.1 to 11.7 mills.



In summary, it appears that thermal power will be the basis of new generation until such time as one of the hydro-electric projects can be approved and constructed. As studies progress and technological advances are made in the development of thermal power, it could well be that the mill cost could be dropped low enough to be competitive with even the larger hydro-electric projects in the state.

The encouraging trend is that every effort is being made to provide larger blocks of power at much lower mill cost, which will provide Alaska with another means to develop many industries that heretofore may have been economically unfeasible.

At this point it should be noted that not all the economy is or will be dependent on resource development. As was pointed out earlier, the recognition of the polar world for strategic reasons was an all important factor and will continue to be an all important factor in the future development. With this in mind, the Anchorage Chamber many years ago selected a title "Air Crossroads of the World" as a community slogan. Today this is not only a proven fact but the future "Jet Age" trend seems even more dramatic.

In the past several years the Northwest Passage from Europe to the Orient has been discovered twice, once in the air between Europe and the Orient through Anchorage and, secondly, under the sea by the historic trip of the Nautilus through the Bering Straits and across the deep marine trench from Point Barrow to Europe, both of major significance to Alaska.

The present two major Great Circle routes, one from the eastern United States to the Orient and a second one from Northern Europe to the Orient, cross at Anchorage. There is also the possibility of a third polar route from northern Europe through Anchorage to the Central Pacific and Australia. Indicative of the air activity is that from May of 1960 through April of 1961, 307,790 passengers used the Anchorage International Airport. Out of this total, 120,000 came in, 123,000 were outgoing and 64,000 were through passengers on foreign travel. This air passenger figure is 37,215 more than went through Anchorage International Airport the previous year. In addition, 40,500,000 pounds of freight was handled through the terminal facilities, which is an increase of 2,700,000 pounds over the previous year. This, without question, points up the growing importance of air transportation to this economy.

It is estimated that intra-Alaska traffic is up 20% over 1960 and the overall general trend of intra-Alaska and international traffic is up 12%. The \$35,000,000 Anchorage International Airport is one of the new state's most important assets. The runway has just been lengthened to 10,600 feet in order to handle jet traffic, at a total cost of approximately \$2,500,000. Air terminal expansion is programmed for 1962 to handle the growing needs of the facility to the extent of \$700,000. In addition, \$1,500,000 more will be spent on additional ramp space, parking and other needed facilities for which state authority has already been voted by the 1961 legislature.



For the fiscal period indicated, 150,711 landings were made, which is an increase of 25,773 over last year. At the present time six carriers are serving within Alaska, there are two direct states-Alaska carriers and one certificated through Fairbanks, and four foreign flag carriers on the Great Circle route between Europe to the Orient using the Anchorage International Airport. It has been indicated by airport officials that the increases reflected in both passengers and freight have surpassed projections made recently by a reputable engineering firm for the year 1965. This increase has been brought about by several things: the use of Anchorage International Airport on the new military air transportation contract on travel between the United States and Japan; the start of Japanese Airlines service between Tokyo and Europe, as well as the regular jet service of SAS, who pioneered this new polar run, providing twice a week service between Copenhagen and Tokyo and Air France using the same frequency between Paris and Tokyo. In addition, KLM serves between Amsterdam and Tokyo and on to southeast Asia. Northwest Airlines is the major states-Alaska carrier between the east coast, midwest and the Pacific Northwest, as well as providing a daily schedule through to Tokyo and Korea. All major foreign flag carriers and states-Alaska carriers either have received their new jet equipment or will have it delivered in the near future. The jet age has brought Anchorage within 8 hours from Europe, 7 hours from Japan, 3 hours from Seattle and 6½ hours from New York.

Indicative of the importance of this air transportation to the economy is that a million gallons of aviation and jet fuels are dispensed each week at Anchorage International Airport. The annual consumption is estimated at close to 56,000,000 gallons, or about \$25,000,000 in sales. Also, between 10 and 12 crew members are carried on all the major foreign flag carriers and two crews for each carrier are always Anchorage based, meaning more than 100 transient air personnel are always present in the community on a year-round basis.

Surface transportation to and from Alaska is still in an adjustment period. However, it is surprising to note that better than 90% of the cargo into this region is handled in containers or vans. The development and use of container cargo for Alaskan trade in the last ten years has done much towards expediting shipments and eliminating damage and pilferage. At the present time, Alaska Steamship Company and Puget Sound Alaska Van Lines provide regularly scheduled service into Seward for freight into the area, in connection with the Alaska Railroad at that terminus. One major barge operation, Alaska Freight Lines, is handling freight directly into Anchorage.

The new \$8,500,000 Anchorage port has been completed and dedicated. Some cargo has already moved over this facility. However, studies and hearings are underway to make some sort of determination on the actual role the port will have in handling railbelt cargo. The facility is equipped with high speed level luffing gantry cranes to expedite cargo handling and a modern warehouse. It is predicted that the Port of Anchorage will be the major export facility for the 49th State, handling raw materials and semi-processed materials destined for world trade.



In a recent action, the International Rail and Highway Commission has recommended to Congress that either a rail link be constructed between Rex on the Alaska Railroad and a railhead in Canada, or that a new highway link be constructed. Should the railroad be given favorable consideration, it would be of infinite value in strengthening the position of the Alaska Railroad that headquarters in Anchorage. At the present time the Alaska Railroad serves between Seward and Anchorage to Fairbanks and has one of the largest payrolls in the railbelt, employing about 1,000 persons. The construction of the new rail link would mean that freight in volume could move directly from certain manufacturing points on a competitive basis, using through rates, rather than through suppliers in other areas. It would also provide a means to backhaul resource materials into this area for port terminal processing. In addition, it would serve to open up new areas for settlement and development. World trade has just started to have its effect on Alaska and in the past year several Japanese ships have docked at Anchorage, bringing commodities here from the Far East. Also, since the Sitka pulp mill has started production, Japanese shipping will be most likely to be putting into the Anchorage area on a regular basis with whatever quantities of material that can be consumed from that country and taking on processed or semi-processed Alaskan products from the railbelt.

Road and Highway development is important to all new frontier areas. The Anchorage Chamber has recommended the construction of two causeways, one from a point south of Anchorage across Turnagain Arm to better serve the Kenai Peninsula area, and a second causeway across Knik Arm which could well be the start of the "Heartland Highway" to link the two major population centers of Anchorage and Fairbanks. Another highway is also being planned to McGrath, through the Alaska Range, to the headwaters of the Kuskokwim River in an effort to help develop that interior region. With the development of these new highways, along with the existing paved roads, the position of the trucking industry will also be strengthened and will continue to be an important factor serving the Anchorage distribution center. Thus, it can be seen that the transportation industry is one of the most important segments of this western Alaska economy. It is the basis for the distribution of goods and services from the primary Anchorage distribution center to the interior, south central and western sections of the state, which represents more than 80% of the entire Alaskan market.

Another important economic factor is provided by the tourist industry, which ranks about third in the overall Alaskan economy. Important strides have been made in the development of visitor accommodations, points of interest, and winter sports facilities in the Anchorage area.

Over the past few years several new motels have been constructed and major additions added to the Anchorage-Westward Hotel, operated by Western Hotels, Inc. Previously, the visitor business in this region was done between May and September. Now it is planned to round out the season more with convention business and winter sports activities. Considerable expenditure has been made at Mt. Aleyska, some 38 miles south of Anchorage, on ski lift and lodge facilities. This particular site is fast becoming internationally recognized as one of the finest ski areas in the world. The 1963 Olympic try-outs have definitely been scheduled at Aleyska. In addition, the Anchorage Ski Club, one of the largest in



the world, operates tugs and facilities at Arctic Valley close to the city.

As pointed out earlier, defense construction expenditures have dropped substantially, however, to replace these in part is the fact that as new military facilities are completed and men brought in to man them, new dollars are generated on a year around basis. A good example of this is in the electronics business where private enterprise operates under maintenance and operation contracts let by the Alaskan Air Command. White Alice, Rearward, BMEWS and Blue Grass communication projects are complete and the annual maintenance and operation of these will range anywhere from 10 to 15 millions of dollars, with approximately half of these figures in payroll employing 600 to 900 persons.

This entire communications complex ties together the radar and ballistic missile early warning systems, as well as serving the people of Alaska with both voice and teletype circuits. There are 70 stations and 4,483 miles of network, a major portion of which uses the large 50 foot reflector type antennas and over-the-horizon transmission. At present the Radio Corporation of America runs this system while Federal Electric Corporation has a similar type contract to operate the communications and radar net on the Dew Line.

Private industry is also in the communications field. In a recent announcement, General Telephone Corporation stated they would build an over-the-horizon type of communication system through Canada to connect at the Alaskan border with these new communications. In addition, Trans-Alaska Telephone Company has recently expended some \$4,000,000 on the Kenai Peninsula and in Kotzebue, Dillingham, Portage, Nenana, North Pole, Clear, Willow, Talkeetna and Delta Junction on new facilities. It is estimated that the total expenditures by the end of 1961 will be in the magnitude of \$5,000,000. All told, considering government work, plus the activities of private industry, the electronics business in Alaska employs about 3,000 persons.

In checking figures provided by the Alaska District United States Army Corps of Engineers, it shows that a total of \$1,350,000,000 has already been spent in defense construction buildup from 1946 to the present. However, this is not expected to continue in the same magnitude as the initial buildup and more emphasis will be placed in maintaining facilities already constructed. It is not expected that there will be any major cutbacks in military forces in Alaska in the foreseeable future and that the amount of civilians hired will remain approximately the same. It is interesting to note that the number of government workers hired on a year round basis in defense is about equal in numbers to the other types of government work, such as F.A.A., Weather Bureau, etc., and, here again, it is not likely that there will be any sizable reductions in government forces within the 49th State. As a matter of fact, the new state government, the city and School District will probably be adding more persons to the payroll as time progresses.

Significant for a frontier state is the development of cultural arts. Anchorage has taken the lead in this with a fine 120 voice Community Chorus, a symphony orchestra, two Community Theatre organizations and other such aesthetic



activities. Also, these organizations have been successful in bringing nationally known artists and actors to this community for performances, such as Charles Laughton, Teresa Wright, Boris Karloff, Will Rogers, Jr. and James Whitmore. The Anchorage Music Festival organization also brings such renowned musical personalities as Robert Shaw and musicologist Julius Herford and others well known in the musical world.

The Greater Anchorage, Inc. sponsors a large winter celebration, the Anchorage Fur Rendezvous, as well as a pageant on the history of Alaska, "The Cry of the Wild Ram." It is definitely felt that with these activities going on and with the development of such things as the Alaska Methodist University that this community has already taken the lead as the cultural and educational center for the 49th State. It should also be pointed out that Anchorage had the first Community College associated with the University of Alaska, using the local High School facilities.

In conclusion, it can be demonstrated that Anchorage is the major transportation, communication, business and cultural center for this part of North America. It is the focal point of a new economic empire for North America and the United States and is serving an area equivalent to the Scandanavian countries with greater potential natural resources.

It would then appear that the Greater Anchorage area has only just begun to grow.



LOCATION, CLIMATE AND GENERAL CHARACTERISTICS

Anchorage is not only the largest city in Alaska, but more importantly, it is the tenth largest city at this latitude or above in the world. It is the largest city north of Edmonton, Alberta on the North American continent. Anchorage is located at latitude $61^{\circ} 10'$ north and $149^{\circ} 59'$ west, or as far west as the Hawaiian Islands.

The Anchorage metropolitan area is situated on a 40,200 acre plain (excluding the nearby military reservations) at the head of Cook Inlet. It is surrounded, for the most part, by two arms of water, Knik and Turnagain Arms, which connect into Cook Inlet. Knik Arm extends in a northerly direction, while Turnagain Arm extends in an easterly direction off the head of Cook Inlet.

These bodies of water were originally discovered by Captain Cook in the search for the legendary Northwest Passage.

On the easterly side of Anchorage are the Chugach Mountain Range with peaks rising to about 8,000 feet. Across Knik Arm to the north are the Susitna and Matanuska Valleys. These valleys are surrounded by the Talkeetna Mountains of the rugged Alaska Range, which includes Mt. McKinley, the highest peak in North America. The principal city of the Matanuska Valley is Palmer, some 50 miles north of Anchorage. Talkeetna is the principal town in the Susitna Valley.

Across Turnagain Arm to the south and southwest is the Kenai Peninsula which is bordered on the east by the Kenai Mountains. On the Kenai Peninsula are the communities of Kenai, Soldotna and Homer and it is this area that is presently receiving the most attention for oil exploration and development.

Seward, an old established port city located on Resurrection Bay, is 130 miles south of Anchorage on the Gulf of Alaska coast.



Although Anchorage is located near sea level at the north end of Cook Inlet, the climate is more continental than marine in character. It lies between the moist maritime climate of the North Gulf of Alaska coast and the continental climate of the interior river basins. The main reason for the Anchorage climatic regime is that the nearby mountain ranges tend to block off the moist maritime air from the North Gulf coast and the Bering Sea. The Alaska Range to the north of Anchorage prevents outbreaks of cold continental airmasses from the interior.

The climate can be compared to sections of the western mountain and north central regions of the United States. The major difference between these climates and the Anchorage climate is the warmer January temperatures and the cooler June temperatures at Anchorage, which reflects the added influence of being surrounded by water bodies.

Comparison of record high and low temperatures from these differing regions show the same relationship with Anchorage's record high of 86° F compared to records of 100° F or more for Casper, Wyoming, Williston, North Dakota and Billings, Montana. The record low of -38° F is approximately the same, or slightly warmer, than those recorded at the aforementioned weather stations in the United States.

Yearly average rainfall is a little over 14 inches, with most of it occurring during the latter part of summer from July to September. Average annual snowfall is 60 inches, however very seldom is there more than 16 inches found on the ground at any time. November, December and January are usually the months of greatest snowfall. The maximum monthly snowfall for Anchorage is 48.5 inches.



The growing season in Anchorage averages 112 days and extends from late May to early September, but there is always the possibility of below freezing temperature occurring during any day during this growing season. The growing season in the greater Anchorage area averages about 100 days.

Winter is considered to be the period during which ponds, streams and lakes are frozen, normally lasting from mid October to mid April. Periods of clear, cold weather alternate with cloudy, mild weather during this season. Cloudy days with some incidence of fog characterize the winter season. The shortest day yields 5 hours and 28 minutes of daylight.

Spring is characterized by increased daylight and the period which Alaskans call "break up time." It has relatively warm days and chilly nights, with a small amount of precipitation and a decreasing incidence of fog.

Summer ranges from June through early September with the early part being relatively dry and the latter part rainy. The days are long with a maximum length of day of $19\frac{1}{2}$ hours. Maximum temperatures rarely go above 70° F during this period.

Autumn is a short transition period beginning in early September and yielding to winter about the middle of October. Daylight diminishes quite rapidly during this period and cloudy cover increases.

Climatic data comparing Anchorage with other Alaska locations, as well as other middle and high latitude locations, are shown by Chart A.

In addition, Chart B shows average temperatures, precipitation and growing season data for weather reporting stations in the greater Anchorage metropolitan area.



Vegetation is somewhat uniform in the Anchorage area. South of Anchorage, in the areas influenced by the maritime climatic regime, lies the large stands of Sitka Spruce. But north of the coastal ranges into the Cook Inlet area the trees become mixed with hardwood species, such as Alaskan White Birch, aspen, cottonwood and alder, although the spruce is much smaller. Much of the same variety of trees exists in the region as would be found in eastern Canada.

Certain grasses, root crops and leafy vegetables do extremely well. For instance, one of the major crops in the Matanuska Valley is potatoes, but they also grow commercial quantities of carrots, cabbage, lettuce and celery. Barley and oats are the chief grain crops but growing hay and silage connected with the dairying industry involves the principal type of farming activity.

No fruit crops are grown in the greater Anchorage area but berries grow in profusion throughout the area.

Due to the high probability of frost and freezing temperatures throughout the growing season, such vegetables as tomatoes, corn and cucumbers must be raised in greenhouses.



CHART A
THE CLIMATIC PATTERN
NORMALS, MEANS AND EXTREMES

Station	Ave. Temp. in Jan.		Ave. Temp. in July		Record High	Record Low	Ave.Temp. Annual	Precip. Annual	Snowfall Annual	Growing Season Days
	Max.	Min.	Max.	Min.						
Anchorage	20.4	5.5	65.4	49.1	86	-38	35.3	14.29	60.7	112
Bethel	14.6	-1.1	62.4	46.6	86	-52	29.6	18.20	59.5	-
Cordova	32.4	17.6	60.1	46.4	84	-33	38.6	98.83	126.6	-
Fairbanks	-3	-19.2	70.5	51.2	93	-66	26.2	11.93	59.7	101
Juneau	33.5	25.5	61.9	50.1	-	-	42.5	90.25	-	177
King Salmon	21.7	6.5	62.6	46.6	88	-40	34.1	22.50	41.5	113
Mc Grath	1.1	-18.5	68.0	49.3	88	-64	25.5	19.17	85.6	106
Nome	12.9	-1.7	55.4	43.8	81	-42	26.3	18.72	60.7	-
Duluth, Minn.	17.2	- .7	76.8	56.0	97	-35	38.2	29.76	76.2	-
Billings, Mont.	32.3	13.4	87.9	58.6	106	-38	47.2	13.12	53.7	-
Williston, N.D.	19.8	.2	83.5	58.2	110	-50	41.3	14.68	33.1	-
Burlington, Vt.	27.6	8.2	82.4	58.4	101	-30	44.5	32.27	69.1	-
Casper, Wyo.	31.8	12.8	86.3	55.8	104	-40	45.1	14.12	70.3	-
	Jan. Ave.		Jul. Ave.							
Moscow, USSR	11.9		64.2				39.2			
Helsinki, Fin.	19.2		64.2				41.4			
Calgary, Alb.	15.5		62.1				38.5			

CHART B
COOK INLET REGION CLIMATIC AND GROWING SEASON CHARACTERISTICS

Location	Temperature extremes		Precipitation		Growing Season		Duration	Ave. Temperatures	
	Max.	Min.	Yearly Ave.	Snow- fall	Begins	Ends	Length	Max.	Min.
	F ⁰	F ⁰	Inches		Date		Days	F ⁰	F ⁰
Anchorage	86	-38	14.3	60	5/ 2	8/21	112	61.8	44.2
Matanuska	91	-41	15.4	47	5/26	9/ 9	106	65.3	45.0
Palmer	90	-38	15.9	64	5/13	9/17	128	71.5	43.1
Talkeetna	91	-48	28.9	112	6/ 9	8/22	75	67.7	44.0
Skwentna	90	-50	32.3	118	5/30	9/ 1	94	67.2	44.7
Kenai	89	-48	19.6	64	6/11	9/ 6	88	60.0	45.6
Homer	80	-18	24.7	48	5/31	9/14	107	59.0	42.8



POPULATION AND MARKET

The final 1960 Census figures indicate a continuing substantial growth for not only the Anchorage area but for the entire western Alaska market. However, of particular interest is the material provided by the Advanced Census Report for the general population characteristics for the Anchorage metropolitan area, which also includes military personnel. For example, out of 82,833 persons, 92.4% are white and 7.6% are non-white. 38.3% are under the age of 18, while the greatest bracket is the 60.6% that fall into the 18 to 64 age group, which points up the fact that the area is primarily made up of younger persons. There is only 1.1% of the metropolitan population that is 65 years or older. The Census goes on to show that there are more married females than males, 64.2% married males to 81% married females, and that 58.2% is comprised of males 18 years or over. In addition, 21,853 households were counted which includes local area military, and there was an average of 3.41 persons per dwelling. Over and above this, there are 8,554 people living in group quarters, such as military barracks. Shown below are comparative figures by year, reflecting the number of inhabitants.

Year	Alaska	% Change	Anchorage Area	% Change	Anchorage City	% Change
1920	55,036	-14.5%			1,856	
1929	59,278	7.7%	2,736		2,277	22.7%
1933	72,524	22.3%	4,229	54.6%	3,495	53.5%
1950	128,643	77.4%	32,060	658.1%	11,254	222.0%
1960	226,167	75.8%	82,833	158.4%	44,237	293.1%

(Source: U.S. Bureau of Census)

At Anchorage, in June, 1958, an Advisory Committee on Economic Studies, working with the City Planning Commission and the City Council, forecast a



Greater Anchorage Area population of between 74,600 and 99,900 persons in 1963 and between 112,500 and 277,600 in 1980. More recently, in March, 1959, John W. Ault, Director of the Department of City Planning, in a study of future high school requirements, has projected the population of the Greater Anchorage Area at levels between 218,357 and 336,843 persons in 1980, based upon land capability studies.

Most recently, in February, 1960, an engineering and architectural firm has projected the Greater Anchorage Area population at 250,000 persons in 1980, compared with an estimated 101,000 in 1959. Both totals include a military population of 25,000. The 1959 base proved to be a little high when the 1960 census figures later became available, but the forecast rate of civilian growth appears to be entirely reasonable. Applying this growth rate to the actual 1960 population of 82,833 persons in the area (District 10), and assuming a stable military population at 25,000, total population for the particular years of concern in this report is estimated as follows:

PROJECTED POPULATION OF GREATER ANCHORAGE AREA

	<u>Greater Anchorage Area Population</u>		
	<u>Civilian</u>	<u>Military</u>	<u>Total</u>
1960	58,000	25,000	83,000
1965	77,000	25,000	102,000
1970	100,000	25,000	125,000
1985	220,000	25,000	245,000

Estimate by Tryck, Nyman & Assoc.

This projection is believed to be conservative, both as to rate of growth and as to area covered. Anchorage may be considered the focal point of at least six election and enumerating districts, and in this broader area the total population in 1960 was 101,677 rather than the 82,833 used as a base above.



APPENDIX "B"
JUNE 1961

The Total Market

The figures shown below are used to reflect the various markets that are served from the Anchorage Trade Center.

<u>Approximate Radius</u>	<u>Including</u>	<u>Approximate Total Population</u>	<u>% Alaska Total</u>
30 miles	Anchorage Area	82,833	36.6%
	plus		
100 miles	Palmer, Wasilla, Susitna Valley, Seward, Kenai, Valdez	93,821	41.5%
	plus		
250 miles	Homer, Seldovia, Cordova, Kodiak	108,851	48.1%
	plus		
300 miles	Fairbanks, Bristol Bay, Kuskokwim, Yukon Basin, Aleutians	174,233	77.0%
	plus		
300 & beyond	All but Southeastern Alaska	190,764	84.3%



BUSINESS & INDUSTRY

In 1961 gross business in the Anchorage area should exceed \$232,653,000 which was the 1959-60 fiscal year figure. The latest reliable figures on whole-sale, retail and selective service industries must be taken from the final report of the 1958 census of business, wherein Anchorage city alone was reported doing 43% of the Alaska total gross sales in these classifications, or \$160,024,000 worth of business. In addition, the city accounted for 27% of all the establishments in the state and 44% of the payroll for the industries. The most dramatic increases over the previous census figures are in wholesale trade, showing a 92.4% upswing over 1954, in establishments and an 85% increase in sales to \$74,804,000, which for the first time slightly exceeded the retail sales volume. Also, the volume of wholesale sales reflected more than 54% of the state's total business. This points up the importance of the growing Anchorage primary distribution center role in the economy. In addition, there are more smaller market centered processing or manufacturing industries locating here than ever before, including building materials manufacturers, food processing businesses and furniture and cabinet manufacturers. However, the area is no major manufacturing center and depends on its role as a transportation, communications and logistics support point for its major source of revenue. More than 2,000 persons are presently employed in the transportation industry and some 500 or more locally in the communications and electronics business. As headquarters for oil and gas exploration activities in Alaska, Anchorage is also the focal point for this industry's management, supply and support. Of the 40 to 50 million dollars to be expended in 1961, a good portion will be spent here.



Government activities still account for a great portion of the basic payrolls and expenditures. The Department of Defense is the area's largest employer with Headquarters of the Alaskan Command, Alaska Air Command, U. S. Army Alaska, U. S. Army Corps of Engineers, Alaska District, Elmendorf Air Force Base and Fort Richardson located here. In addition, other essential government services are located here, such as regional headquarters for the F.A.A., Weather Bureau, etc. All in all, between federal, state and local government agencies, more than 5,000 jobs are provided. (See Chart No. 1)

Employment and Payroll

Chart No. 2 is a comprehensive study showing employment, average weekly wages and total annual payrolls from available published information. The Alaska figures rather dramatically show the basic economic differences between western Alaska and southeastern. While the southeast part of the new state is bolstered by fishing and forestry, western Alaska reflects the mining influence, government activities, both defense and other types; transportation and communications; trade and service, with a preponderance centered in the Anchorage area.

It should be noted there has been over the past few years a decline in defense construction, with a corresponding increase in all other activities of more stable nature, giving an overall net increase in both employment and payrolls in the Anchorage area. In addition, approximately one-half of all governmental activity (shown at the bottom of Chart No. 2) are from non-defense activity. The Federal Aeronautics Administration, Alaska Railroad, Public Health Service, Post Office, Bureau of Land Management, and other government agencies are providing a permanent and stable economic base for continued community growth. In light of the permanency of western Alaska, military installations and the current world outlook, no cutbacks are expected in defense activity.





TRANSPORTATION

1. GENERAL

Alaska's historical means of transportation has been water transport which is still true for bulk freight shipments to and from the lower forty-nine states. Air transportation is playing a tremendous roll, not only in handling states-Alaska passenger travel, but also a major quantity of intra-Alaska passengers and freight. New air routes promise increased traffic, not only from the other forty-nine states, but from Europe and the Orient.

The Anchorage area is served by three ports - Anchorage, Seward and Whittier. In the past, most freight shipments have moved from Seattle to Seward by water, and by rail or truck to Anchorage. The new \$8,500,000 Port of Anchorage is expected to handle a reasonable amount of future tonnage. New techniques developed by nearly all carriers, such as using container cargo methods, piggy-back vans, etc., serves to expedite shipments and guarantee better service.

Some inter-state commerce moves over the Alaska Highway. However, a good portion of this is accounted for by movement of household goods. The construction of new all-weather highways in recent years has made possible the development of a growing intra-Alaska trucking industry.

2. WATER TRANSPORTATION

Brief mention has been made of area ports, but we should point out services through these facilities.

Steamship and Barge Time, Distance and Schedules

			Average Shipping		
	<u>Carrier</u>	<u>Naut. Miles</u>	<u>Time Via Seward**</u>	<u>Summer Service</u>	<u>Winter Service</u>
A. Regular Service From:					
Seattle	Alaska Steam	1425	6.0 days	2 a week	2 a week
Seattle	*+ PSAVL		8.0 days	1 a week	1 a week
San Francisco	*+ PSAVL	1880		Every other week	"
(+PSAVL - Puget Sound Alaska Van Lines					
B. Other Points:					
Tokyo		3388	14.3 days		
Manila		5067	21.3 days		
Vancouver, B.C.		1293	5.7 days		
Panama Canal		5143	21.2 days		

* Barge Service

** Includes estimated $\frac{1}{2}$ day shipping time from Seward



FREIGHT RATES

From	To	Seattle		*San Francisco		*Long Beach		(In cost/ 100 lbs.)
Anchorage		LCL	Carload	LCL	Carload	LCL	Carload	
Groceries		3.27	2.60	4.12	3.32	4.47	3.53	
Iron & Steel		--	2.71	--	3.58	--	4.00	
Machinery		3.17	2.57	4.75	3.25	5.54	3.57	
Building Materials		3.90	2.80	5.48	3.88	6.26	4.28	
Malt Liquers		3.92	2.65	4.90	3.24	6.34	3.76	
1st Class Rate								
General Merchandise		6.08	--	7.89	--	8.96	--	

* Includes terminal charges

Air travel is extremely important in Alaska for both freight and passengers. In some instance it furnishes the only scheduled means of transport to many intra-Alaska points. Anchorage International Airport ranks toward the top in total air traffic handled. Plans are underway for airport improvements, including lengthening runways to accommodate jet aircraft. Listed at the end of this Appendix are the various carriers providing scheduled service and major points served. It should be noted that all the intra-Alaska carriers provide scheduled services to many other points not listed. In addition, a large number of charter services, bush operations, are readily available from Anchorage.

AIR FREIGHT RATES

- The above are general rates. Airlines can be contacted for commodity rates.

- b) Intra-Alaska from Anchorage per lb. to certain points:

<u>To</u>	<u>*Regular</u>	<u>Commodity</u>	<u>To</u>	<u>Regular</u>	<u>Commodity</u>
Nome	.09	---	Cordova	.06	
Fairbanks	.07	.06	Valdez	.06	
Kotzebue	.14	---	King Salmon	.07	
Bethel	.15	.13	Dillingham	.10	
Aniak	.11	.10	Homer	.06	
McGrath	.07	.06	Juneau	.12	
Unalakleet	.09	--	Kenai	.04	
Kodiak	.08	---			

It should be noted that intra-Alaska air carriers have special rates on specific commodities. Commodity rates apply to most freight over 500 lbs., plus over 100 lbs. shipments of groceries, tools, building materials, and certain other selected items.



4. TRUCK AND RAIL TRANSPORTATION

It is possible to serve several intra-Alaska points from Anchorage by rail and truck transportation. Paved highways now link this distribution center with Fairbanks, Valdez, Seward and the Kenai Peninsula, as well as to the lower forty-eight states via the Alaska Highway. The Alaska Railroad runs from Seward to Fairbanks, some 470 miles, providing service along its line.

A number of trucking firms, both large and small, are giving year around service to almost all accessible highways points. Typical rates from Anchorage for selected commodities are as follows:

Truck & Rail Rates Per 100 Lbs.

	Kenai		Homer		Fairbanks				Seward				Valdez	
	Truck		Truck		Rail		Truck		Rail		Truck		Truck	
	LCL	Car-load	LCL	Car-load	LCL	Car-load	LCL	Car-load	LCL	Car-load	LCL	Car-load	LCL	Car-load
Groceries					2.05	.94	1.90	1.40	1.00	.84				
Iron & Steel					2.05	1.94	1.55	1.35	1.00	.84				
Machinery					2.91	1.55			1.42	.67				
Building Material					2.05	1.55		1.30	1.00	.67				
Malt Liquors					2.39	1.94	1.75	1.55	1.17	.84				
1st Class					3.42	---			1.67	---				
All Commodity	2.30	1.00	2.40	1.30			4.80	1.50			.85	.70	1.85	1.80

Where no rate listed all commodity rate is used

5. WAREHOUSING & STORAGE SPACE

Anchorage has one bonded warehouse operation as well as various firms and individuals who have space available on either a long or short ranngge basis. A brief survey of going rates would indicate the following:

a) Bonded Warehouse Space

1. Flat storage heated.... \$.20-.30 sq. ft. per month.
Flat storage non-heated... .10-.15 sq. ft. per month.
2. Cold storage 10-.15 cu. ft. per month.
3. Intransient, including handling charges both in and out:
 1st month \$.24/100 handling charge
 .12/100 lbs. storage charge
 \$.36/100 lbs. total
 Other months 12/100 lbs. storage charge

b) Other Warehouse & Storage - Average Rate Ranges

1. Heated \$.15-.23 sq. ft. per month.
 2. Non-heated 10-.19 sq. ft. per month.
(It is estimated that fuel cost adds 4¢ to 5¢ per square foot per month)
- Second and third floor storage ranges .. \$.06 -.08 sq.ft. per month.
3. Cold storage averages \$.15 per cu. ft. per month, with those having 5000 cu. ft. or more \$.12 per cu. ft. per month.
 4. Open storage outside with adequate security protection will possibly range between \$.01-\$.03 per sq. ft. per month depending on location.
The Alaska Railroad leases property for \$.02 per sq. ft. per year in the rail reserve area.

NOTE: For specific rates on transportation contact water carriers, Alaska Railroad Traffic Dept., Alaska Carriers Assoc. (intra-Alaska truck rates), Port of Anchorage and the airlines.



AIR SERVICES TO AND FROM ANCHORAGE ON MAJOR POINTS DIRECT SERVICES

	CARRIER	AIR MILES
A. STATES-ALASKA		
Seattle	Northwest Airlines	1450
	Pacific Northern	
	Alaska Airlines (via Fairbanks)	1800
Portland	Pacific Northern	1579
	Alaska Airlines (via Fairbanks)	1940
Minneapolis	Northwest Airlines	2513
New York	Northwest Airlines	3533
B. INTRA-ALASKA		
Fairbanks	Alaska Airlines	262
	Northern Consolidated	
	(via Galena & McGrath)	
Nome	Alaska Airlines	539
Unalakleet	Alaska Airlines	393
McGrath	Alaska Airlines	225
	Northern Consolidated	
Bethel	Northern Consolidated	429
Aniak	Northern Consolidated	385
Dillingham	Northern Consolidated	363
King Salmon	Northern Consolidated	293
	Pacific Northern	
Cold Bay	Reeve Aleutian Airways	640
Adak	Reeve Aleutian Airways	1530
Shemya	Reeve Aleutian Airways	1750
	Northwest Airlines	
Kodiak	Pacific Northern	255
Homer	Pacific Northern	125
Kenai	Pacific Northern	70
Seward	Cordova Airlines	75
Cordova	Pacific Northern	155
	Cordova Airlines	
Valdez	Cordova Airlines	120
Juneau	Pacific Northern	620
Ketchikan	Pacific Northern	880
C. INTERCONTINENTAL & FOREIGN		
Copenhagen, Denmark	Scandinavian Airlines	4420
Paris, France via		
Hamberg, Germany	Air France	5000
Amsterdam, Netherlands	KLM (Royal Dutch)	4850
Tokyo, Japan	Northwest Orient Airlines	2479
	Scandinavian Airlines	
	Air France	
	KLM (Royal Dutch)	
Edmonton, Canada	Northwest Airlines	1439

* Contact airlines for schedules and rates.



WATER-BORNE COMMERCE THROUGH RAILBELT PORTS
RECEIPTS IN SHORT TONS FOR YEARS 1953, 1956, 1959
TRANS-PACIFIC

Commodity	Code No. Range	1953			1956			1959					
		Seward	Whittier	Anchorage	Total	Seward	Whittier	Anch.	Total	Seward	Whittier	Anch.	Total
Food Products	00-0-199	65,533	4,451	19,657	89,641	64,565	1,322	20,480	86,367	75,848	5,741	19,791	101,380
Rubber Goods	200-207	512	---	220	732	582	61	407	1,050	428	27	179	634
Tobacco, Seeds, etc.	210-297	211	16	33	260	737	---	12	749	817	4	53	871
Textiles	300-390	785	70	390	1,245	1,154	97	615	1,866	335	66	57	458
Wood & Paper	400-457	65,808	6,852	11,601	84,261	32,559	1,125	20,557	54,241	39,256	18,307	12,084	69,647
Coal, non- metallic													
minerals	501-504	35	---	6	41	78	---	54	132	2	---	---	2
Petro. Prod.	505-522	243,687	52,253	26,478	322,389	289,897	111,293	56,951	458,141	223,644	76,898	98,593	399,135
Non-Metallic Bldg. Mater. Metals & Mgf. except	523-555	23,415	1,234	51,128	75,777	31,343	66	39,127	70,536	13,947	258	45,432	59,637
Mach. & Veh.	600-690	34,212	1,117	2,962	38,291	22,507	2,520	16,999	42,026	27,705	543	7,583	35,831
Mach. & Veh. Chemicals & related	700-796	22,147	13,774	4,748	40,669	15,970	6,731	5,615	28,316	17,373	8,452	3,258	29,083
products													
Misc.	800-865	6,403	637	1,755	8,795	6,750	13,940	7,244	27,934	10,568	1,248	1,147	12,963
	900-999	53,362	10,705	18,314	82,381	66,123	15,524	33,078	114,725	35,162	3,343	11,906	50,411
Total		520,410	91,129	137,192	748,731	532,385	152,679	201,139	886,203	445,085	114,887	200,083	760,055

WATER-BORNE RECEIPTS IN TOTAL TONNAGES (SHORT TONS)

Year	Seward	Whittier	Anchorage	Total
1953	520,410	91,129	137,192	748,731
1954	491,530	84,392	170,309	746,231
1955	453,923	104,780	170,195	728,898
1956	532,385	152,679	201,139	886,203
1957	448,663	83,616	170,006	702,285
1958	450,705	113,863	214,281	778,849
1959	445,085	114,887	200,083	760,055

Sources - "Waterborne Commerce of the United States - Part 4" for years 1953 through 1959.
Dept. of Army Corps of Engineers.

An estimated 75% of all Railbelt cargo is consigned to Anchorage.



THE ALASKA RAILROAD
SUMMARY OF RAIL REVENUE TRAFFIC
FISCAL YEARS 1950 thru 1961 (to 5/31/61)

<u>FREIGHT</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u>	<u>1960</u>	<u>1961</u> (to 5/31)
Total Freight Revenue	9,347,529	12,487,587	14,995,351	16,763,848	15,777,875	15,571,973	14,906,796	12,417,549	11,268,254	11,219,073	11,804,358	10,411,259
Number of Revenue Tons Carried	875,561	1,093,726	1,355,080	1,591,558	1,596,753	1,479,298	1,473,268	1,443,164	1,447,528	1,271,049	1,248,542	1,227,257
Number of Revenue Tons Carried One Mile 1/	141,261	178,983	227,012	273,718	267,252	250,714	236,616	217,903	199,355	177,455	192,009	165,012
Miles per Revenue Ton	161.3	163.6	167.5	171.9	167.4	169.5	160.6	151	137.7	139.6	153.8	134.5
Revenue per Ton Mile 2/	.06617	.06977	.06606	.06124	.05904	.06211	.06300	.05699	.05652	.06322	.06148	.05309
Revenue per Ton 3/	10.68	11.42	11.07	10.53	9.88	10.53	10.12	8.60	7.78	8.83	9.45	8.48
<u>PASSENGER</u>												
Total Passenger Revenue	527,291	638,004	962,053	1,054,287	986,543	833,566	605,097	622,683	460,343	395,249	359,726	323,000
Number of Revenue Passengers Carried	104,300	112,080	143,040	162,107	135,679	126,961	114,564	96,473	87,397	79,462	76,991	70,778
Number of Revenue Passengers Carried One Mile 1/	11,334	14,438	19,769	22,572	19,495	16,676	12,899	11,858	10,598	9,251	8,508	7,555
Miles per Passenger	108.7	128.8	138.2	139.2	143.7	131.4	112.6	122.9	120.5	116.4	110.5	106.7
Revenue per Passenger Mile 2/	.0465	.0442	.0487	.0467	.0506	.0500	.0469	.0525	.0434	.0427	.0423	.0428
Revenue per Passenger 3/	5.06	5.69	6.73	6.50	7.27	6.57	5.28	6.45	5.23	4.97	4.67	4.57

1/=Thousands
2/=Cents
3/=Dollars

* 1961	
Freight Revenues thru 5/31/61	\$ 10,412,259
Estimated Revenues, June	990,125
Total 1961	<u>\$ 11,401,384</u>
Passenger Revenues thru 5/31/61	323,000
Estimated Revenues, June	60,200
Total 1961	<u>383,200</u>



TAXES

APPENDIX "E"
Revised June 1961

A. FEDERAL

Alaskan residents and industries pay all Federal Taxes that they would normally pay in the continental states.

B. STATE

All individuals and corporations subject to Federal Income Tax must also pay a State Income Tax equivalent to 16% of the Federal Income Tax payable as computed on Alaska income for individuals, and 18% for corporations payable as computed on Alaska income.

An annual license fee plus a gross receipts tax is imposed on anyone engaged in any trade, profession or business. Business license fees are as follows:

Initial Fee	\$25.00
Gross Receipts under \$20,000	Covered by Initial Fee
Gross Receipts between \$20,000 and \$100,000	Plus $\frac{1}{2}\%$ of Excess over \$20,000
Gross Receipts over \$100,000	\$400, plus $\frac{1}{4}\%$ of Excess over \$100,000

(NOTE: Gross receipts derived from sales by resident wholesalers of finished products to dealers for resale are exempt; tax is payable on resale. The same applies to sales by manufacturers or processors of products manufactured or processed in Alaska (except when sold directly to the consumer. These taxpayers are not relieved from liability for payment of the initial license fee.)

Unemployment Compensation Taxes in Alaska are similar to most states. Each employer of one or more persons contributes 2.9% on the first \$7,200 earned by each employee. The employee contributes .6%.

In addition, all employed persons pay an annual \$10.00 State School Tax.

C. LOCAL

Taxes on real and personal property vary by community. These taxes are for the support of schools and municipal operations.

	<u>Personal Property Tax</u>	<u>Real Property Tax</u>	<u>Sales Tax</u>
1. Anchorage (City)	11 mils	11 mils	None
(School)	12 mils	12 mils	
	23 mils	23 mils	
2. Outside City (PUD)	7 mils	7 mils	None
(School)	12 mils	12 mils	
	19 mils	19 mils	

(NOTE: Personal property and inventories taxable value is 70% of replacement cost less depreciation.
Real Estate - 70% of current market for land and 70% reproduction cost less depreciation for improvements)



REAL ESTATE

This report is provided to give a general idea only on possible real estate prices in the Anchorage area. There are still a great variety of costs on certain types of property and it can be said that on some business and light industrial locations there is no real established pattern as yet. Many local property owners will also build to suit tenants.

A. GENERAL BUSINESS LOCATIONS

1. Rental - Leases (building space)

- | | |
|---|-----------------------|
| a) Prime downtown | 40¢-60¢/sq. ft./month |
| b) Secondary downtown and
Outlying prime & secondary | 25¢-38¢/sq. ft./month |

2. Property Costs

- | | |
|-------------------------------|--------------------------|
| a) Prime downtown | \$1200 - 1750/front foot |
| b) Secondary downtown | \$ 600 - 1000/front foot |
| c) Outlying prime & secondary | \$ 400 - 800/front foot |
- (Average lot depth is about 130')

3. Building costs average range from \$12 to \$18 per square foot.

B. LIGHT INDUSTRIAL

1. Most of the light industrial and warehousing locations are in the Alaska Railroad reserve. Heated warehouse rental will range from 15¢ to 20¢ per square foot per month.
2. Some industrial land is also available around both airports (Merrill and International) and along the Alaska Railroad right of way. This land will range from \$1200 to \$1800 per acre on a lease basis.

C. RESIDENTIAL

Good housing is available for sale in the Anchorage area. Rental units are becoming increasingly scarce, especially in the three-bedroom variety. Several new building developments will add about 100 more homes in the better than average class. The present average going prices and range is as follows:

- | | |
|-----------------------------------|--|
| 1. In average good neighborhood | 2-Bedroom \$18-26,000
3-Bedroom \$20-30,000 |
| 2. In average better neighborhood | 2-Bedroom \$25-35,000
3-Bedroom \$35,000 and up |
3. Building lots with water and sewer will run about \$3,500, and without water and sewer around \$1,200 in the outlying areas. Most homes are financed by the local banks through the FHA and FNMA program. However, the local banks and First Federal Savings and Loan Association will handle shorter term home loans on a conventional basis.



D. APARTMENT RENTALS

Approximately 13 larger apartment units in the area have more than 2200 efficiency, one-bedroom and two-bedroom units. Although most are rented unfurnished, some furnished apartments can be obtained.

Average rentals would be as follows:

1. Efficiency \$125/month & up
2. One-Bedroom \$140/month & up
3. Two-Bedroom \$155/month & up

(Add \$15.00 more/month for furnished apartment)



UTILITIES

Listed below are the various electrical energy sources serving the Anchorage area, Matanuska Valley and the Kenai Peninsula. An area-wide power pool has been formed to furnish the best and lowest cost power to consumers. Not indicated in the chart are the two large thermal plants on military bases which can generate a total in the neighborhood of 20,000 KW. It should be pointed out that it is probable that new power sources will be developed on the basis of the Kenai Gas Field, using converted diesel units and possibly gas turbines. Also under consideration is the construction of a mine mouth generating facility in the Palmer area using local coal resources. Two larger hydroelectric power projects are being studied which would furnish large blocks of low cost power. One is of a long range nature, Rampart, on the Yukon River. The second one is the proposed Bureau of Reclamation Devil's Canyon Project near Gold Creek in the Susitna Basin. For further information on these projects being planned, refer to the Situation in Brief at the first part of this study.

<u>Generating Facility</u>	<u>Installed Capacity</u>	<u>Firm Power</u>	<u>Type</u>
Eklutna Project	30,000 KW	30,000 KW	Hydro
Chugach Electric Steam Plant	14,500 KW	9,500 KW	Thermal
Chugach Diesel	1,000 KW	Peaking Only	Diesel
City Diesel	6,500 KW	Peaking Only	Diesel
Cooper Lake	15,000 KW	Peaking	Diesel
Other - Seward & Homer	5,000 KW		Diesel
	<u>72,000 KW</u>	<u>39,500 KW</u>	

RATE STRUCTURE WITHIN THE ANCHORAGE AREA

City plus immediate outlying area - served by City of Anchorage Municipal Light & Power and Chugach Electric Association. Rates are the same from both as follows:



SCHEDULE A

CEA or D-1 (City)

GENERAL RESIDENTIAL SERVICE

Applicable to general domestic use for general lighting, cooking and incidental residential power. Nominal voltage 120 and 120/240 single phase.

MONTHLY RATE:

First	50 kwh per month @	6.0¢ per kwh
Second	200 kwh per month @	3.2¢ per kwh
All Over	250 kwh per month @	2.5¢ per kwh

MINIMUM CHARGE:

The minimum monthly charge shall be \$2.00 per meter.

SCHEDULE D-2 - D-2R

Applicable to single-phase service for lighting, domestic heating, water heating, cooking, and power or combination thereof, used exclusively for domestic purposes. Nominal voltages 120 and 120/240 single phase. A water heater of the size and specification given in Special Conditions is a requisite for eligibility to this schedule.

MONTHLY RATE:

First	50 kwh per month @	6.0¢ per kwh
Second	200 kwh per month @	3.2¢ per kwh
Next	750 kwh per month @	1.6¢ per kwh
All Over	1000 kwh per month @	2.5¢ per kwh

MINIMUM CHARGE:

This minimum monthly charge shall be \$2.00 per meter, except where major equipment is installed, the minimum shall be increased at the rate of 75¢ per kilowatt per month of rated transformer capacity required in excess of 3 kilowatts.

COMMERCIAL POWER AND INCIDENTAL LIGHTING

Applicable to 3-phase service having more than 10 kilowatt maximum demand for power, cooking and incidental lighting as hereafter defined. Nominal voltage available 120/240; 240 and 480 volt 3-phase. Applicable to customers taking all power through one primary meter at 2,400/4,160 or 7,200 volts, as available.



MONTHLY RATE:

First	60 kwh of Maximum Demand per month*	4.5¢ per kwh
Next	10,000 kwh per month @	2.2¢ per kwh
Next	20,000 kwh per month @	1.8¢ per kwh
Excess		1.7¢ per kwh

* Applied to the maximum 15 minute demand for the month for which billing is rendered.

MINIMUM CHARGE:

The minimum monthly charge shall be not less than \$1.25 per kilowatt or fraction of demand for the current billing period, or \$1.00 per kilowatt or fraction times the maximum kilowatt demand established by the consumer for any period of fifteen consecutive minutes during the preceding 11 months prior to the month for which the bill is rendered, as indicated or recorded by a demand meter and adjusted for power factor, whichever is greatest. (For further information see front section of city phone directory.)

The foregoing rates are subject to special conditions which are not noted herein. In addition, all larger power users are urged to work directly with the City or Chugach Electric for more specific information, rates and charges.

Rates for the rural areas served by Chugach Electric Association are somewhat higher. Some run about 20% higher. These should be checked directly with the above REA for specific information and service areas.

PHONE SERVICE & RATES

(a) This service is provided in the Greater Anchorage Metropolitan Area by the City of Anchorage.

CITY OF ANCHORAGE TELEPHONE DEPARTMENT

Schedule of Monthly Rates Effective August 1, 1961
(Rates Do Not Include Federal Excise Tax)

<u>SERVICE</u>	<u>BASE RATE</u>	<u>ZONE 2</u>	<u>ZONE 3</u>
Business - One party	\$17.25	\$18.75	\$24.25
Business - Two party	14.25	15.25	18.50
Business - Five party	11.25	12.25	13.50
Business - Rural	---	8.50	9.50
Residence - One family	8.50	10.50	14.75
Residence - Three family	6.75	8.75	11.50
Residence - Five family	5.25	7.00	8.00
Residence - Rural	---	6.00	7.00
PBX Trunk	20.00	22.25	27.75



PHONE SERVICE & RATES (Continued)

	<u>Business</u>	<u>Residence</u>
Extensions	3.50	2.00
Extensions - Off Premise (1)	3.50	2.00
Extensions - Portable	3.50	2.00
Extension - Bell (small)	2.00	2.00
Extension - Bell (large)	2.50	2.50
Extra Listing	1.50	1.00
Joint User (per line)	11.00	----
Colored Telephone	.50	.50

(1) Plus mileage charge

(Other services and installation rates are published in the front of the city phone directory.)

(b) Long distance service is handled through the Alaska Communications System (U. S. Army Signal Corps). Published rates to selected points as follows:

LONG DISTANCE TELEPHONE RATES*

	<u>DAY RATES</u>		<u>NIGHT RATES**</u>	
	3 Min.	Add'l Min.	3 Min.	Add'l Min.
Idaho, Oregon, Washington	\$6.75	\$2.25	\$5.25	\$1.75
Ariz., Ark., Calif., Colo., Ill., Ind., Iowa, Kan., La., Mich., Minn., Mo., Mont., Neb., Nev., N. M., N. D., Ohio, Okla., S. D., Tex., Utah, Wisc., Wyo.	8.25	2.75	6.75	2.25
Ala., Conn., Dela., D. C., Fla., Ga., Ky., Me., Md., Mass., Miss., N. C., N. H., N. J., N. Y., Pa., R. I., S. C., Tenn., Vt., Va., W. Va.	9.00	3.00	7.50	2.50

INTRA-ALASKA TELEPHONE RATES*

Palmer, Whittier	\$.70	\$.20	\$.55	\$.15
Curry, Wildwood Sta., Seward	.90	.25	.75	.20
Homer, Valdez	1.20	.35	.90	.25
Cordova, Glenallen	1.50	.40	1.20	.30
Fairbanks, Kodiak, King Salmon, Tok Jct.	2.10	.50	1.50	.40
Juneau, Nome, Sitka	3.60	.75	2.70	.55
Ketchikan	4.20	.85	3.30	.65

* Rates do not include 10% Federal Tax.

** Night rates are in effect from 6:00 p.m. to 4:30 a.m. weekdays and all day Sunday, Christmas and New Year.



T E L E G R A M S

Three classes of service are available:

- I. Telegram - 15 Word Minimum Charge - Immediate Transmission
- II. Dayletter - 50 Word Minimum Charge - Deferred Telegram Service
- III. Nightletter - 50 Word Minimum Charge - Accepted until midnight for delivery the following morning.

WATER

The City distributes water within the city limits and a few contiguous areas. Detailed rate schedules are published in the phone directory, since these are somewhat detailed, this report will not cover all of this. Monthly rates range as follows:

Effective September 1, 1961

DOMESTIC

Monthly Rates Within City Limits

Residence or Duplex - Each	\$5.45
Apartment (3 or more units) - Each	4.90
Cabin (without well or water connection)	3.45
Room (single living)	1.70

Monthly Rates Outside City Limits

Residence or Duplex Unit - Each	7.10
Apartment (3 or more units) - Each	6.40
Cabin (without well or water connection)	5.00
Room (single living)	2.50

COMMERCIAL SERVICE

Monthly Rates Within City Limits

Base Rate	6.30
Demand Charge: Varies with size of service.	
Use Charge: Varies with type of business.	

Total monthly rate is sum of BASE RATE, DEMAND CHARGE & USE CHARGE.

Monthly Rates Outside City Limits --- Add 30% to above rates.

METERED WATER SERVICE

First 5,000 gallons per month	\$1.10 per 1,000 gals
Next 25,000 gallons per month	.65 per 1,000 gals
Next 70,000 gallons per month	.45 per 1,000 gals
Next 100,000 gallons per month	.30 per 1,000 gals
Next 800,000 gallons per month	.15 per 1,000 gals
Excess of 1,000,000 gallons per month	.10 per 1,000 gals

Minimum Monthly Charge - Varies according to meter size.

In the outlying areas water wells must be drilled to obtain supply.



FUELS

A. NATURAL GAS SERVICE

By the latter part of this summer natural gas service will be available to the city of Anchorage through the Anchorage Natural Gas Corp. on a franchise with the City. The \$16,000,000 natural gas pipeline will serve the community from the Kenai gas fields. The character of service as provided with natural gas has a heating value of approximately 1000 BTU per cubic foot. Below are rates approved by the City for service.

Schedule A - Residential Service
Private Residence and Individual Family Apartments

Monthly Rate

\$5.00 for the first 1900 cubic feet or less
0.20 per hundred cubic feet for the next 3100 cubic feet
0.12 per hundred cubic feet for all additional gas

Minimum Bill: \$5.00 per month

Term of Service

Service hereunder may be discontinued at anytime at the request of the customer when the premises are vacant or the service is no longer required. Otherwise the service is to be continuous and, if seasonally disconnected, will be subject to a reconnection charge of \$10.00.

Schedule B - General Service
Two or More Apartments

Monthly Rate

\$10.00 for the first 3400 cubic feet or less
0.25 per hundred cubic feet for the next 6,600 cubic feet
0.13 per hundred cubic feet for the next 30,000 cubic feet
0.10 per hundred cubic feet for all additional gas

Minimum Bill: \$10.00 per month



Term of Service

Service hereunder may be discontinued at any time at the request of the customer when the premises are vacated or the service is no longer required. Otherwise the service is to be continuous and, if seasonally disconnected, will be subject to a reconnection charge of \$10.00.

Schedule C - Large General Service
Multi-Unit Apartments

Monthly Rate

\$200.00 for the first 200 MCF per month or less
0.90 per MCF for the next 300 MCF per month
0.80 per MCF for all over 500 MCF per month

Minimum Bill: \$200.00 per month

Contract for Service

Not less than 12 consecutive months. Customers desiring service under this schedule shall make written application to the Company and execute contracts for such service on an annual basis. The minimum bill on this service shall not be subject to cancellation for seasonal periods.

Schedule I - Interruptible Service

Monthly Rate

Interruptibility under this schedule shall apply in the reverse order of rates listed below: Rate I-5 shall be interrupted first and Rate I-1 shall be interrupted last.

<u>Rate</u>	<u>Minimum Bill</u>	<u>Rate per MCF</u>
I - 1	\$ 100 per month	\$0.80
I - 2	500 per month	0.75
I - 3	1,000 per month	0.70
I - 4	5,000 per month	0.65
I - 5	10,000 per month	0.60

In the event that service is interrupted by Company in accordance with the terms of this schedule for a total period in any month of more than 24 hours,



then the minimum bill for such month shall be adjusted in the ratio of the number of hours service is not actually available to customer to the total hours in such month.

Term of Service

Service supplied hereunder shall be for periods as shall be agreed upon in the "Application and Agreement for Service".

B. OIL AND GASOLINE

Currently the Anchorage area, Kenai Peninsula and the Matanuska Valley receive their petroleum productions by ocean tanker with distribution by truck or rail. The price of oil wholesale at various communities as of June 1961 is shown below. It should be noted here that as of July 6, 1961 the new motor fuel tax will be added to the price of gasoline in the amount of \$0.01 per gallon.

	<u>Cost Per Gallon</u>			
	<u>Anchorage</u>	<u>Homer</u>	<u>Seward</u>	<u>Palmer</u>
PS 100 or Grade 1 (400 gal. delivered)	\$.237	\$.195	\$.193	\$.238
PS 200 or Grade 2				
As Diesel Fuel, plus tax	.273	.25	.251	.281
As Furnace Fuel	.203	.18	.181	.238
PS 300 (in 42 gal/bbl.)	4.87 *		4.17 *	
Gasoline - Ethyl	.385	.367	.365	.392
Regular	.36	.327	.325	.357

* Cost/barrel (42 gallons)

C. COAL

1. General

Coal is found in a number of areas in Alaska. The most extensively worked beds are in the Matanuska Valley and the Nenana Field near Healy on the Alaska Railroad between Fairbanks and Anchorage. Other fields occur in the Yukon



Basin, along the Susitna River (northwest of Anchorage), on the Kenai Peninsula, and in numerous other areas.

Since much of the available information has been only obtained from reconnaissance surveys, it is difficult to make detailed estimates of the total reserves or their minability in Alaska. An idea of the order of magnitude of these reserves, however, can be obtained from the following table:

COAL RESERVES OF ALASKA (1)
(Millions of Short Tons)

<u>Region</u>	<u>Lignite and Sub-bituminous</u>	<u>Bituminous</u>	<u>Anthracite</u>
Northern Alaska and Seward Peninsula	60,000	22,000	---
Yukon Basin	5,800	20	---
Cook Inlet-Susitna	3,000	1,500	3
Southwestern Alaska	600	100	---
Copper River-Alaska Gulf	---	1,100	2,100
Southeastern Alaska	5	---	---

"2." Matanuska Coal

Matanuska coal is extensively used in the Anchorage area. Largest consumers include the steam-electric plant at Fort Richardson and Elmendorf and the steam plant of the Chugach Electric Association in Anchorage.

The present cost of steam coal at Anchorage will average \$13.00 per ton. Net cost at Jonesville mining operation is \$10.50, and the cost of transportation is \$2.50 (includes transportation tax).

The contract analysis of the coal supplied to the Chugach Electric Association is as follows:

Moisture	8% max.
Ash, dry	15% max.
BTU	11,546
BTU, dry	12,550



A typical proximate analysis of this coal is as follows:

	<u>% as received</u>	<u>% dry basis</u>
Moisture	7.	--
Ash	11.	12.
Volatile	37.	39.
Fixed carbon	45.	49.
	100.	100.
BTU	11,707	12,630
Sulphur	0.25	0.27

3. Kenai Peninsula Coal

Numerous exposures of coal are reported in the Homer area and some mining has been carried on at different times. The development of modern mines, however, will probably be dependent upon a thorough exploratory drilling program to establish the extent of the minable reserves.

Two samples taken from the area were analyzed as shown in the following tabulation. These analyses were reported in the Bureau of Mines publication, "Investigation of Coal Deposits in South Central Alaska and the Kenai Peninsula", R.I. 4520, May 1949.

	<u>% As Received</u>	
	<u>1st Sample</u>	<u>2nd Sample</u>
Moisture	24.2	16.5
Volatile	34.9	30.3
Fixed Carbon	33.1	41.1
Ash	7.8	.4
BTU	8,490	9,020



COMPARISON OF COST OF LIVING INDEX - 1960

COMPARED TO SEATTLE * 100%

<u>GROUP</u>	<u>ANCHORAGE</u>	<u>FAIRBANKS</u>
FOOD *	129	136
HOUSING **	140	154
RENTAL HOUSING ***	178	219
APPAREL	112	118
OTHER GOODS & SERVICES ****	117	122
ALL ITEMS LESS HOUSING	120	128
TOTAL: ALL ITEMS	135	150

Based on the pattern of expenditures of wage-and clerical-worker families of two or more persons in each city who were full-year residents in Alaska.

* Includes food at home and away from home.

** Includes rent, heat and utilities, house furnishings, household operation, repairs and maintenance, and homeownership costs (mortgage principal and interest, taxes and insurance).

*** Average contract rent for tenant-occupied, 2-, 3-, 4-, and 5-room dwellings meeting defined standards, plus cost of heating fuel, utilities and specified equipment when the cost of these items is not included in the monthly rent.

**** Includes personal care, medical care, transportation, reading, recreation, education, tobacco, beverages, and miscellaneous expenses.

Source:

Department of Tourism & Economic Development
Department of Commerce

GREATER ANCHORAGE CHAMBER OF COMMERCE
Economic Development Committee



PAYROLL OF INSURED EMPLOYMENT
BY INDUSTRY DIVISION
FOR THE ANCHORAGE ELECTION DISTRICT
BY QUARTER, CALENDAR YEAR 1960

Industry Division	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Calendar Year Total
TOTAL	32,295,431	39,644,786	48,197,204	39,070,886	159,208,307
Agriculture, Forestry & Fisheries	1,642	10,092	7,943	3,351	23,028
Mining	539,608	578,112	729,377	653,212	2,500,309
Contract Construction	2,416,559	6,642,036	12,243,185	6,819,685	28,121,465
Manufacturing	947,125	1,379,666	1,762,648	1,184,130	5,273,569
Transportation, Comm. & Utilities	6,171,744	6,796,043	7,151,334	5,857,606	25,976,727
Wholesale & Retail Trade	5,257,610	5,582,297	6,181,842	6,325,075	23,346,824
Finance, Insurance & Real Estate	1,231,578	1,352,356	1,505,188	1,565,862	5,654,984
Services	3,060,162	3,551,394	4,117,286	3,623,032	14,351,874
Government	12,642,487	13,705,457	14,398,078	12,977,529	53,723,551
Nonclassifiable Establishments	26,916	47,333	100,323	61,404	235,976

Source: Alaska Department of Labor



REPRESENTATIVE WAGES

Anchorage, Alaska

As of August 1, 1961

<u>Occupational Classification</u>	<u>Construction</u>	<u>Government</u>	<u>Trades & Services</u>
Accountant	\$850.00-1200.00 mo.	\$6693.75-9450.00 an.	\$650.00-1200.00 mo.
Accounting Clerk	500.00-700.00 mo.	485.00-600.00 mo.	440.00-553.00 mo.
Admin. Asst.	----	759.00-895.00 mo.	715.00-875.00 mo.
Baker	3.82-3.95 hr.	----	3.44 hr.
Boiler Fireman	4.30 hr.	520.00-650.00 mo.	2.89-3.98 hr.
Bookkeeper	140.00 wk.	5050.00-6693.75 an.	450.00-550.00 mo.
Carpenter	4.98 hr.	3.72-4.02 hr.	4.75 hr.
Cement Finisher	4.99 hr.	3.73-4.02 hr.	4.54 hr.
Checker, Grocery	----	1.71-2.05 hr.	2.58-3.14 hr.
Clerk-Steno	2.93 hr.	4700.00-5431.25 an.	400.00-450.00 mo.
Clerk-Typist	2.43-2.93 hr.	4700.00-5050.00 an.	375.00-400.00 mo.
Controller	1050.00-1400.00 mo.	940.00-1120.00 an.	825.00-1050.00 mo.
Cook, Camp	3.82-3.95 hr.	3.17 hr.	3.50-3.83 hr.
Cook, Dinner	----	2.45 hr.	28.08 shift
Cook, Fry	----	2.13 hr.	27.04 shift
Crane Operator	5.49 hr.	3.57 hr.	3.63-5.06 hr.
Day Workers	----	----	1.75-2.00 hr.
Dishwasher	3.12-3.25 hr.	1.50 hr.	17.68 shift
Dozer Operator	4.99 hr.	3.57 hr.	3.63-4.59 hr.
Draftsman	3.89-4.00 hr.	5050.00-6693.75 an.	3.89 hr.
Dry Cleaner	----	1.91-4.76 hr.	1.90-3.85 hr.
Electrician	5.80 hr.	3.88 hr.	5.55 hr.
Engineer (all)	950.00-1200.00 mo.	6656.25-11075.00 an.	800.00-1200.00 mo.
Engineering Aide	----	4375.00-5050.00 an.	3.60 hr.
Grader Operator	5.09 hr.	3.57 hr.	3.63-4.68 hr.
Instrument Man	4.76 hr.	5050.00-5431.25 an.	4.74 hr.
Ironworker, Reinforcing	5.10 hr.	----	----
Ironworker, Structural	5.31 hr.	----	----
Jackhammer Operator	4.68 hr.	----	3.63-4.25 hr.
Janitor or Bulldozer	3.12-3.25 hr.	2.54-2.69 hr.	2.20-2.50 hr.
Laborer, General	4.48 hr.	2.82-2.97 hr.	2.50-3.86 hr.
Laborer, Sawmill	----	----	2.40-2.50 hr.
Laundry Worker	----	1.91-4.76 hr.	1.98-2.83 hr.
Meat Cutter, Butcher	3.57-3.70 hr.	2.96-3.51 hr.	3.34-3.61 hr.
Meat Wrapper (Grocery Store)	----	----	2.58-3.14 hr.
Mechanic, Aircraft & Engine	3.22-4.47 hr.	3.57-3.88 hr.	2.78-3.51 hr.
Mechanic, Auto	4.71 hr.	3.42 hr.	3.675-3.82-50/50%
Mechanic, Heavy Duty	5.09 hr.	3.57-3.88 hr.	4.68 hr.
Miner, Coal	----	----	4.2125 hr.
Miner, Construction	4.88 hr.	----	----
Miner, Gold	----	----	300.00 mo.
Miner, Mercury	----	----	3.00 hr.
Nurse, Registered	----	5431.25-6693.75 an.	385.00 mo.
Oiler (Const. Equip.)	4.53 hr.	----	3.63-4.15 hr.
Painter	5.08 hr.	3.42-3.88 hr.	3.00-4.64 hr.
Personnel Clerk	----	480.00-565.00 mo.	453.00-525.00 mo.
Personnel Officer	----	920.00-1085.00 mo.	750.00-950.00 mo.



<u>Occupational Classification</u>	<u>Construction</u>	<u>Government</u>	<u>Trades & Services</u>
Plasterer	\$5.72 hr.	\$3.42-3.88 hr.	\$----
Plumber & Steamfitter	5.65 hr.	3.88-4.02 hr.	5.10 hr.
Property Appraiser	----	535.00-755.00 mo.	----
Purchasing Agent	900.00-1100.00 mo.	820.00-975.00 mo.	715.00-865.00 mo.
Radio & TV Announcer	----	----	3.00 hr.
Rod & Chainman	4.31-4.48 hr.	2.82-2.97 hr.	4.10-4.26 hr.
Routeman (Driver)	----	----	3.38 hr.
Sales Clerk, General	----	----	----
(Female)	----	1.62-2.05 hr.	1.56-2.30 hr.
(male)	----	1.62-2.05 hr.	2.38-3.05 hr.
Service Station Attendant	----	----	2.00-3.50 hr.
Sheetmetal Worker	5.68 hr.	3.88-4.02 hr.	4.85-5.05 hr.
Shovel & Dragline Operator	5.49-5.86 hr.	3.57-3.88 hr.	3.63-5.06 hr.
Surveyor	5.32 hr.	5431.25-8043.75 an.	4.93 hr.
Tax Assessor	----	825.00-1050.00 mo.	----
Teacher, Grade & High School	----	5200.00-5575.00 an.	6000.00-7600.00 an.
Traffic Clerk, Airline	----	----	400.00-475.00 mo.
Truck Driver, Heavy	4.88-5.20 hr.	2.97-3.42 hr.	3.68 hr.
Truck Driver, Light	4.63 hr.	2.97-3.28 hr.	3.58 hr.
Wagon Drill Operator	4.80 hr.	----	3.63-4.44 hr.
Waiter	3.27-3.40 hr.	1.58 hr.	15.08 shift
Waitress	3.27-3.40 hr.	1.58 hr.	15.08 shift
Warehouseman	4.56 hr.	2.97-3.13 hr.	3.86-4.28 hr.
Welder	4.90-5.80 hr.	3.88-4.02 hr.	4.68-5.10 hr.

NOTE: These wage schedules are based on a 40-hour work week, and none of the wage schedules include overtime rates, zone rates, supervisory or foreman rates, nor are any fringe benefits such as board and lodging shown. All government schedules include 25% tax-free Alaska cost of living allowance, and rates shown are average for experienced workers in positions noted.



FISCAL YEAR DEFENSE CONSTRUCTION TO CLOSEST MILLION DOLLARS

46 - 47	\$ 24,000,000
47 - 48	62,000,000
48 - 49	41,000,000
49 - 50	43,000,000
50 - 51	66,000,000
51 - 52	157,000,000
52 - 53	121,000,000
53 - 54	117,000,000
54 - 55	105,000,000
56 - 57	96,000,000
57 - 58	85,000,000
58 - 59	90,000,000
59 - 60	95,000,000
60 - 61	37,000,000

15 Year Total Defense Construction - \$1,350,000,000

Source - Alaska District U. S. Army Corps of Engineers



MINERAL PRODUCTION IN ALASKA

	1959		1960 (1)	
	Quantity	Value (Thousands)	Quantity	Value (Thousands)
Clay-----short tons	180	\$ 1	1,000	\$ 8
Coal, bituminous---thousand short tons	660	5,869	669	5,950
Copper (2)-----short tons	36	22	17	11
Gold (2)-----thousand troy ounces	179	6,262	180	6,300
Mercury-----76-pound flasks	3,743	851	4,450	938
Natural Gas-----million cubic feet	133	16	225	26
Petroleum, crude-----thousand barrels	187	295	600	1,470
Sand and Gravel----thousand short tons	5,859	5,265	5,892	5,345
Silver (2)-----thousand troy ounces	21	19	23	21
Stone-----thousand short tons	89	377	80	300
Undistributed (3)-----	---	1,517	---	975
Total-----	---	\$20,494	---	\$21,344

- (1) All figures for 1960 are preliminary and subject to revision.
 (2) Recoverable content of ores, etc.
 (3) Undistributed includes gem stones, platinum group metals, uranium ore.

PRODUCTION MAJOR COMMODITIES DOLLAR VALUE (Thousands)

Year	Gold	Mercury	Coal	Oil & Gas	Total All Production (Millions)
1950	\$10,125	\$	\$3,033	\$	\$ 17.9
1951	8,387		3,767		19.5
1952	8,420	6	5,779		26.3
1953	8,882	8	8,452		24.3
1954	8,699	277	6,442		24.4
1955	8,725	12	5,759		25.4
1956	7,325	853	6,374		23.4
1957	7,541	1,349	7,296		30.2
1958	6,525	774	6,931		20.9
1959	6,262	851	6,869	311	20.5
1960	6,300	938	5,950	1,496	21.3
	\$87,191	\$5,068	\$66,652	\$1,807	\$254.1

Source - State of Alaska Division of Mines and Minerals
Report for the year 1960.



BOTTOM FISH CATCH IN POUNDS AND VALUE

<u>Year</u>	<u>King Crab</u>	<u>Dungeness Crab</u>	<u>Shrimp</u>	<u>Razor Clams</u>
1950	1,519,249 lbs. \$ 91,155	4,119,425 lbs. \$277,382	2,158,260 lbs. \$172,661	2,201,717 lbs. \$264,206
1951	1,993,912 lbs. \$ 227,622	5,482,416 lbs. \$478,387	1,707,816 lbs. \$179,301	2,355,681 lbs. \$347,574
1952	2,772,833 lbs. \$ 388,197	3,749,412 lbs. \$331,433	1,952,777 lbs. \$181,609	1,272,454 lbs. \$165,419
1953	4,613,209 lbs. \$ 547,431	3,471,806 lbs. \$312,463	1,733,882 lbs. \$225,405	1,486,222 lbs. \$193,209
1954	8,871,070 lbs. \$ 880,465	2,739,383 lbs. \$246,146	1,451,929 lbs. \$188,751	1,229,135 lbs. \$159,788
1955	8,162,920 lbs. \$ 808,654	4,384,043 lbs. \$374,567	1,828,127 lbs. \$237,657	1,969,226 lbs. \$255,999
1956	8,796,022 lbs. \$ 864,065	2,446,122 lbs. \$211,844	3,043,598 lbs. \$395,668	1,452,673 lbs. \$188,847
1957	13,076,565 lbs. \$ 1,046,125	551,841 lbs. \$ 27,592	2,380,154 lbs. \$309,420	1,551,605 lbs. \$201,709
1958	11,211,554 lbs. \$ 896,924	1,746,999 lbs. \$131,025	7,862,366 lbs. \$277,901	664,188 lbs. \$ 86,344
1959	18,839,470 lbs. \$ 1,477,980	3,999,344 lbs. \$325,638	13,052,321 lbs. \$505,537	1,126,051 lbs. \$131,054
1960	23,566,592 lbs. \$ 2,285,327	4,733,272 lbs. \$378,661	7,436,207 lbs. \$297,448	1,270,290 lbs. \$165,138

Source - State of Alaska Fish and Game



ALASKA CANNED SALMON PACK BY DISTRICTS
IN 48 POUND CASES

<u>Year</u>	<u>Southeastern Alaska</u>	<u>Central Alaska</u>	<u>Western Alaska</u>	<u>Total</u>
1950	1,198,768 cases \$27,398,590 value	1,464,653 cases \$36,979,375 value	6,938 cases \$ 162,397 value	230,248 cases \$ 6,084,410 value
1951	2,028,262 cases \$42,035,477 value	1,067,687 cases \$25,354,416 value	388,519 cases \$11,859,298 value	3,484,468 cases \$79,249,185 value
1952	1,320,925 cases \$24,596,935 value	1,456,417 cases \$29,374,100 value	796,786 cases \$22,391,269 value	3,574,128 cases \$76,362,304 value
1953	977,682 cases \$16,836,659 value	1,350,589 cases \$26,987,012 value	533,996 cases \$14,354,774 value	2,862,267 cases \$58,178,445 value
1954	1,302,939 cases \$24,328,980 value	1,394,981 cases \$28,296,719 value	396,833 cases \$10,731,024 value	3,094,753 cases \$63,356,724 value
1955	839,694 cases \$18,407,977 value	1,162,541 cases \$27,008,140 value	382,910 cases \$11,452,814 value	2,385,145 cases \$56,868,931
1956	1,032,487 cases \$23,807,453 value	1,349,116 cases \$33,472,680 value	641,303 cases \$21,297,324 value	3,022,906 cases \$78,577,457 value
1957	904,970 cases \$20,595,359 value	1,001,792 cases \$24,065,906 value	556,910 cases \$18,248,121 value	2,463,672 cases \$62,909,386 value
1958	1,181,254 cases \$24,776,472 value	1,353,525 cases \$28,594,532 value	436,758 cases \$12,755,979 value	2,971,537 cases \$66,126,983 value
1959	758,720 cases \$19,000,408 value	573,361 cases \$15,709,422 value	446,208 cases \$14,782,959 value	1,778,289 cases \$49,492,789 value
1960	317,683 cases \$ 8,438,222 value	1,204,270 cases \$33,298,798 value	1,048,663 cases \$34,797,932 value	2,571,156 cases \$76,534,952 value

Source - State Department of Fish and Game

Southeastern includes - Ketchikan, West Coast, Wrangell, Petersburg, Northern

Central includes - Copper River, Cook Inlet, Kodiak, Chignik, South Peninsula

Western includes - North peninsula, Yukon, Bristol Bay



ANCHORAGE INTERNATIONAL AIRPORT

	<u>In</u>	<u>Out</u>	<u>In and Out Total</u>	<u>Thru Transient</u>	<u>Total</u>
Passengers					
May 1960-Apr. 1961			243,581	64,209	309,790
May 1959-Apr. 1960			<u>222,420</u>	<u>48,155</u>	<u>270,575</u>
Increases			21,161	16,054	37,215
Freight					
			<u>Total</u>		
May 60-Apr. 61	12,951,660	27,544,247		40,495,907 lbs.	
May 59-Apr. 60	<u>12,504,852</u>	<u>25,297,925</u>		<u>37,802,777</u>	
Increases	446,808	2,246,322		2,693,130 lbs.	
Tower Operations	<u>Airport</u>	<u>Lake Hood</u>	<u>Total</u>		
May 60-Apr. 61	97,897	52,814	150,711		
May 59-Apr. 60	<u>75,485</u>	<u>49,453</u>	<u>124,938</u>		
Increases	22,412	3,361	25,773		

Source - State of Alaska Division of Air Terminals

PASSENGERS AND CARGO DEPLANED AND ENPLANED AT THE ANCHORAGE INTERNATIONAL AIRPORT FISCAL YEARS 1953 - 1960

<u>Years ended June 30</u>	<u>No. of Passengers</u>	<u>Pounds of Cargo</u>
1953	97,766	14,482,789
1954	124,488	17,330,004
1955	140,670	20,136,829
1956	167,380	36,317,119
1957	184,839	48,290,221
1958	194,493	35,510,339
1959	208,090	33,253,246
1960	233,897	38,304,478

Source - F.A.A., Anchorage, for data through fiscal 1959; airport records for fiscal 1960.



LAND UTILIZATION - ALL CLASSES OF LAND

	Baranof	Matanuska	Kenai	Southeast	Kodiak	Alaska Total	Kodiak Excluded
Number of farms	77	176	58	27	29	367	338
Land in farms	13,606	39,715	6,622	2,623	804,764	867,331	62,567
Average size of farm	177	226	114	97	27,750	2,363	185
Cropland harvested	2,559	10,369	565	348	497	14,342	13,845
Cropland pasture	315	1,221	543	292	1,994	4,365	2,371
Idle cropland	1,678	2,359	904	23	308	5,272	4,964
Woodland and pasture	353	2,029	588	211	39,105	42,286	3,181
Other woodland	6,075	19,791	2,202	333	40,639	68,040	27,401
Other pasture	328	1,854	553	982	499,213	502,930	3,717
Land cleared since 1950	3,221	5,242	737	59	379	9,638	9,259
Woodland suitable for clearing	5,378	12,691	2,010	320	725	21,124	20,399

* Census of Alaska Agriculture by Areas - 1960, Census Bureau, U. S. Department of Commerce

COMMODITY	Matanuska Valley 1956	Anchororage Area 1956	Kenai Peninsula	Alaska Total	Matanuska Valley 1956	Anchororage Area 1956	Kenai Peninsula	Alaska Total	Matanuska Valley 1956	Kenai Peninsula 1960	Alaska Total	% of Total
Livestock Products												
Milk	1,324,022	19,351	34,400	1,594,883	1,468,743	28,613	35,041	1,878,156	1,715,800	23,100	2,162,500	40.0%
Eggs	65,024	89,824	68,851	395,516	89,643	114,325	114,950	469,188	187,100	124,800	469,900	8.6%
Poultry meat	4,062	25,950	9,215	52,367	4,648	12,860	7,422	33,025	7,290	11,600	25,750	0.5%
Beef	43,456	2,000	16,224	126,426	59,930	2,000	15,820	144,997	60,240	5,500	144,000	2.7%
Pork	3,996	49,000	3,500	71,436	32,438	42,000	2,500	92,878	50,700	1,950	61,750	1.1%
Mutton/Lamb	---	---	200	9,100	2,350	2,500	1,500	13,850	240	440	6,180	0.1%
Wool	---	---	105	48,445	165	---	---	62,157	160	950	49,410	0.9%
Fur	---	---	---	20,000	---	---	---	50,000	---	---	---	---
Reindeer	---	---	---	185,850	---	---	---	175,800	---	---	180,000	3.3%
Vegetables												
Potatoes	247,824	136,220	15,700	622,404	257,376	143,350	17,700	517,866	381,200	42,650	713,600	13.2%
U.S. No. 1	22,790	20,630	4,504	72,154	34,250	13,280	2,960	71,090	18,200	400	31,000	0.6%
Other	17,606	2,900	2,900	34,876	28,800	1,680	4,560	46,040	75,150	---	78,300	1.5%
Cabbage	62,763	6,930	4,960	78,073	64,440	4,500	3,200	55,220	43,350	---	46,100	0.9%
Carrots	54,758	4,860	4,960	78,598	43,780	4,320	6,000	10,800	7,950	---	11,450	0.2%
Celery	11,240	---	250	15,225	10,800	---	---	10,160	11,400	---	12,120	0.2%
Radishes	5,400	4,400	200	12,580	5,760	3,600	400	10,160	8,250	---	16,510	0.3%
Other	11,800	2,600	2,250	32,518	28,400	9,200	5,000	47,600	19,750	880	---	---
Greenhouse-Nursery	2,500	9,400	1,500	23,450	2,300	5,400	1,500	19,750	---	---	---	---
Garden	20,000	6,000	3,360	49,460	15,000	4,500	2,700	37,950	---	---	---	---
Grain & Roughage												
Oats	60,336	---	1,200	79,086	54,768	---	---	67,818	328,550	21,750	464,250	8.6%
Barley	106,482	7,290	---	148,872	88,375	---	---	125,815	97,700	2,900	118,900	2.2%
Other Grain	10,000	---	---	10,900	3,690	---	---	4,290	145,300	4,000	189,600	3.5%
Straw	34,640	---	---	45,440	34,200	---	---	55,080	44,000	800	49,300	0.9%
Seeded Grass												
Hay	146,040	21,680	23,100	209,880	265,980	3,760	19,200	314,840	396,000	8,250	454,350	8.4%
Silage	47,300	2,500	1,000	56,725	79,840	2,600	7,300	99,465	70,000	6,000	82,240	1.5%
Native Grass												
Hay	10,000	3,250	8,300	39,090	10,615	3,750	8,300	61,165	3,000	15,000	30,400	0.6%
Silage	480	---	---	10,455	---	---	3,200	13,605	2,600	1,000	11,900	0.2%
Oat-Pea												
Hay	66,420	3,300	9,450	100,730	107,100	4,440	8,100	149,020	---	---	---	---
Silage	277,200	8,000	5,000	355,550	302,480	8,900	7,780	420,135	---	---	---	---
Total Value	2,657,199	428,365	218,049	4,675,989	3,088,771	415,578	276,293	5,124,160	3,655,330	271,870	5,406,410	100%
% of Total												
Total Cropland (acres)	13,556	1,126	1,801	21,515	15,056	1,329	2,060	24,342	67.6%	5.0%	---	---

Source = State of Alaska Department of Agriculture

*=Grain, Hay and Silage



0 1620 0337 4038

5251

APR

100

JAN 30 '79

DAM 711. 42(3) [ANCHORAGE]; (149)

Date Due

[illegible]